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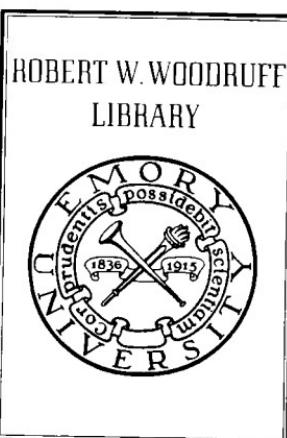
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English Feet	Norweg. Feet	Swedish Feet	English Miles	Norweg. Miles	Swedish Miles
0,97	0,94	1	1	0,1424	0,1505
1	0,97	1,02	2	0,28	0,30
1,029	1	1,05	3	0,43	0,45
2	1,84	2,05	4	0,57	0,60
3	2,91	3,08	5	0,71	0,75
4	3,88	4,10	6	0,85	0,90
5	4,85	5,13	6,64	0,94	1
6	5,82	6,16	7	1	1,05
7	6,80	7,18	8	1,14	1,20
8	7,77	8,21	9	1,28	1,35
9	8,74	9,24	10	1,42	1,50
10	9,71	10,26	14	2	2,10
50	48,50	51,30	20	2,85	3
100	97,14	102,65	21	3	3,15



# SOUTHERN NORWAY.

Scale 1: 2.000.000

0 1 2 3 4 5 6 7 8 9 10  
Norwegian Miles.  
0 10 20 30 40 50 60  
English Miles.

8 Östen for Greenw. 9

10

11

12



# NORWAY AND SWEDEN.

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HANDBOOK FOR TRAVELLERS

BY

**K. BAEDEKER.**

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WITH 15 MAPS AND 3 PLANS.

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LEIPSIC: KARL BAEDEKER.

LONDON: DULAU AND CO., 37 SOHO SQUARE, W.

1879.

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'Go, little book, God send thee good passage,  
And specially let this be thy prayere  
Unto them all that thee will read or hear,  
Where thou art wrong, after their help to call,  
Thee to correct in any part or all.'

CHAUCER.

## PREFACE.

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The object of the Handbook for Norway and Sweden is to supply the traveller with information regarding the most interesting scenery and physical characteristics of these countries, and with a few notes on the history, languages, and customs of the inhabitants. Like the Editor's other handbooks it is based on his personal acquaintance with the country described, a great part of which he has himself explored, visiting the most important places repeatedly. His exertions to secure the accuracy and completeness of the work have been supplemented by the kind assistance of several gentlemen, Norwegian, Swedish, English, and German, to whom his grateful acknowledgements are due. If, however, any of the statements in the Handbook should be found erroneous or defective, he will gratefully receive any corrections or suggestions with which travellers may favour him. Norway is described first, as being by far the more important and interesting country from the tourist's point of view, but those who have time for a tour in both should endeavour to visit Sweden first.

The traveller will effect a considerable saving both of time and money by preparing an outline of his tour before leaving home, but the details cannot be finally adjusted until the latest local time-tables have been consulted. The most important of these are 'NORGES COMMUNICATIONER' for Norway and 'SVERIGES KOMMUNIKATIONER' (10 ö.) for Sweden, both issued weekly in summer at Christiania and Stockholm respectively; but these publications, the latter in particular, are far from complete, containing no mention of many of the small steamboats which ply on the remoter fjords, lakes, and rivers. An excellent itinerary for the southern districts of Norway is the 'LOMMEREISEROUTE' (usually published in June, price 1 kr. 30 ø.).

On the MAPS and PLANS of the most important districts and towns the utmost care has been bestowed, but for the benefit of travellers who purpose exploring remoter regions several of the best maps on a larger scale are enumerated at p. xviii.

HEIGHTS are given approximately in English feet (1 Norw. ft. = 1.029 Engl. ft.; 1 Sw. ft. = 0.974 Engl. ft.). DISTANCES by land and on inland lakes are given in Norwegian and

in Swedish miles in the two countries respectively (1 Norw. M. = 7 Engl. M. 32 yds.; 1 Sw. M. = 6 Engl. M., 5 furl., 40 yds.), and by sea in nautical miles in both countries (1 naut. M. = 4 Engl. M.). The POPULATIONS and other statistics are given from the most recent official sources.

First-class HOTELS, though much less numerous in Norway and Sweden than in more densely peopled countries, are to be found in many of the larger towns, while in the smaller towns and country districts there are inns (Norw. *Gjæstgiverier*, Sw. *gästgivaregårdar*), posting-stations (Norw. *Skydsstationer*, Sw. *skjutsstationer*), and farm-houses (Norw. *Bondegaarder*, Sw. *bondegårdar*), the proprietors of which are bound to receive travellers and to provide them with horses whenever required. The accommodation at these country inns or stations is usually unpretending, but they are generally clean, and the charges are very moderate. In the Introduction and throughout the Handbook the ordinary items of expenditure are given approximately. The landlords are a much more independent class than the innkeepers of most other countries, being in many cases substantial farmers or shopkeepers, a very small proportion of whose livelihood is derived from innkeeping. Instances of extortion occur not unfrequently in the larger towns and more frequented districts, the cab-drivers and porters of Christiania and Christiansand being among the greatest offenders in this respect; but in most of the country districts, particularly in the far north, the natives are remarkable for their honesty, intelligence, and civility, and the traveller's intercourse with them will often form one of the pleasantest features of his tour.

To the LANGUAGES of Norway and Sweden, the former in particular, an unusually ample space has been allotted (see removable cover at the end of the volume), partly on the ground that a slight knowledge of them is essential to the complete success of the traveller's tour, and partly because they are not included in any of the ordinary manuals of conversation.

Lovers of SPORT will still find considerable scope for their favourite pursuits both in Norway and Sweden, but seldom without deviating from the beaten track of tourists, and undergoing some privations. A number of the places where the best shooting and fishing are obtainable are mentioned in the Handbook.

From this, as well as from the Editor's other Handbooks, advertisements of every kind are strictly excluded.

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**Plans and Maps.***Comp. the Key Map at the End of the Book.*

**PLANS:** 1. *Christiania* (1 : 20,000), with Map of the Environs (1 : 100,000). — 2. *Gothenburg* (1 : 25,000). — 3. *Stockholm* (1 : 15,000).

**MAPS.** 1. General Map of S. Norway (1 : 2,000,000): before the Title-page.

2. Map of the District between *Christiania*, *Kongsberg*, and *Lake Krøderen* (1 : 500,000): between pp. 12, 13.

3. Map of *Thelemarken* (1 : 500,000): between pp. 20, 21.

4. Map of the *Eastern Part of the Sognefjord*, including *Jotunfjeldene* (1 : 500,000): between pp. 40, 41.

5. Map of the *Central Part of the Sognefjord* (1 : 500,000): between pp. 56, 57.

The N.W. corner of Map 4. and the N.E. corner of Map 5. could not

be filled in with such detail as the rest of the series, as the official District Map of the Romsdal has not yet been published (p. xxix).

6. Map of the *Stavanger Fjord* and its Branches (1 : 500,000): between pp. 78, 79.
7. Map of the *Western Hardanger Fjord*, including the *Environs of Bergen* (1 : 500,000): between pp. 84, 85.
8. Map of the *Inner Hardanger Fjord* (1 : 500,000): between pp. 188, 189.
9. Map of the *Environs of Throndhjem* (1 : 100,000): p. 192.
10. Map of the *North West and North Coast of Norway* (1 : 1,500,000), 1st Sheet: between pp. 208, 209.
11. Map of the *North West and North Coast of Norway* (1 : 1,500,000), 2nd Sheet: between pp. 230, 231.
12. Map of the *Djurgård near Stockholm* (1 : 25,000): p. 322.
13. Map of the *Environs of Stockholm* (1 : 100,000): between pp. 322, 323.
14. General Map of S. Sweden (1 : 2,000,000): after the Index.
15. Key Map of Norway and Sweden, showing the Routes and Maps of the Handbook: after the Vocabulary.

#### Abbreviations.

N., S., E., W. = north, Northern; south, southern; east, eastern; west, western.	R. B., D., S., A. = room, breakfast, dinner, supper, attendance.
M. = Norwegian mile in Norway (1 Norw. M. = 7 Engl. M.), and Swedish mile in Sweden (1 Sw. M. = 6 <sup>3</sup> / <sub>4</sub> Engl. M., nearly), unless the contrary is stated.	R. also = Route. Kr., ø. = crowns and øre in Norway. Ö = öre, the form used in Sweden. Ft. = English feet.
A cross (†) prefixed to the name of a station indicates that it is 'fast' (see Introd. III.). — On all land-routes and inland lakes and rivers the distances are given in Norwegian or Swedish miles, while on sea-routes in both countries they are expressed by sea-miles (1 sea mile = 4 Engl. M.). — On railway and steamboat-routes the distances are generally reckoned from the starting-point of the journey, while on high-roads the distances from station to station are given as more convenient.	
Asterisks (*) are used as marks of commendation.	

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# INTRODUCTION.

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## I. Expenses. Money. Language. Passports. Post Office.

The cost of travelling in Norway and Sweden is much more moderate than in most other parts of Europe, but as the distances are very great and much time is consumed in traversing them by road, steamboat, and rowing-boat, the sum total of the traveller's expenses will not usually amount to much less than would be spent on a tour in Switzerland or the Tyrol. After arriving in the country, the traveller should allow at least 1*l.* for each day of his tour, but less will suffice if a prolonged stay be made at one or more resting-places.

**Money.** By the monetary conventions of 1873 and 1875 the currency of the three Scandinavian kingdoms was assimilated. The crown (*krone*) is worth 1*s.* 1*1/3d.* and is divided into 100 parts called *Øre* in Norway and *öre* in Sweden (see money-table before the title-page). English sovereigns, each worth 18 kr., usually realise their full value at all the principal centres of commerce, but the traveller will find it more convenient to obtain an abundant supply of small notes, and perhaps of gold also, at Gothenburg, Stockholm, Christiania, or Christiansand before starting on his tour. At Copenhagen the exchange is generally a little more favourable than in Norway or Sweden. The rate of exchange is often a few *øre* less than 18 kr. per pound.

**Language.** English is spoken on board almost all the Norwegian steamboats and at the principal resorts of travellers both in Norway and Sweden, but in the country districts the native tongue alone is understood. The Danish language, as pronounced in Norway, is on the whole the most useful, especially as most travellers devote far more time to Norway than to Sweden. (See grammars and vocabularies in the removable cover at the end of the volume.)

**Passports** are unnecessary, except for the purpose of procuring delivery of registered letters.

**Post Office.** The postage of a letter to Great Britain, weighing 1/2 oz., is 20 *øre*., and of a post-card 10 *øre*. The traveller should avoid giving his correspondents any *poste restante* address other than steamboat or railway stations, as the communication with places off the beaten track is slow and uncertain. *Telegraph Offices* are numerous in proportion to the population.

### II. Plan of Tour.

A careful plan should be prepared before the traveller leaves home, but the details must be left to be filled in as he proceeds on his way. The steamboat arrangements are constantly undergoing alteration, and the slowness and uncertainty of travelling by carriage and rowing-boat often give rise to disappointment, while many of the traveller's movements must of course depend on the state of the weather. For journeys by carriage  $1\frac{1}{2}$ -2 hours should be allowed for each Norwegian mile, and for boating expeditions 2- $2\frac{1}{2}$  hrs. per mile.

The best season for travelling, both in Sweden and Norway, is from the beginning of June to the middle of September, but for the Jotunheim and other mountain regions July and August, as many of the loftier routes are apt to be obstructed by snow both earlier and later in the season. The gnats which swarm in some of the inland districts, especially in the Swedish Norrland, including Lapland, are a great source of annoyance and suffering, but the plague generally abates after the middle of August. For a voyage to the North Cape (R. 23), or to Haparanda and Avasaxa (RR. 24, 39), for the sake of seeing the midnight sun, the best season is from the middle of June to the end of July. It may also be noted that August is often a rainy month in the eastern districts of Norway, while the wet season sets in somewhat later on the W. coast.

An energetic traveller may see almost all the chief points of interest in Norway and Sweden in  $2\frac{1}{2}$ -3 months, but a thoroughly exhaustive tour cannot be accomplished in one season. The chief attractions in Norway are the fjords of the west coast, the Jotunheim Mountains, and the magnificent scenery of the Nordland within the Arctic Circle. The chief interest of Sweden consists in its towns and its canals, but picturesque scenery, though on a smaller scale than that of Norway, also abounds. Lakes Vettern (R. 24. ii.) and Siljan (R. 37), the Storsjö (R. 38), the Ångerman-elf (R. 38), and the trip from Luleå to Qwickjock (R. 39) deserve special mention. The routes given in the Handbook may be combined in many different ways, but a few of the favourite tours are subjoined as specimens.

#### i. Two or three Weeks from Christiansand.

	Days
From Christiansand by steamer to <i>Stavanger</i> and <i>Odde</i> on the Hardanger Fjord, and thence to <i>Bergen</i> (RR. 10-12) . . . . .	5-7
From <i>Bergen</i> by steamer to <i>Bolstadøren</i> , and by road, small steamer, and road again to <i>Gudvangen</i> on the <i>Sognefjord</i> (R. 6) . . . . .	2-3
From <i>Gudvangen</i> to <i>Lærdalsøren</i> , and Excursion to the <i>Jostedalsbreen</i> (RR. 6, 5) . . . . .	3-4
From <i>Lærdalsøren</i> over the <i>Fjelletjeld</i> to <i>Christiania</i> (R. 4. ii. a) . . . . .	4-6
	14-20

#### ii. Three or Four Weeks from Christiansand.

From Christiansand by steamer to <i>Arendal</i> , and by road to <i>Tinneset</i> ; or (quicker) all the way by steamer to <i>Skien</i> , and thence
---

	Days
by lake steamer to <i>Hitterdal</i> , and by road from <i>Hitterdal</i> to <i>Tinøset</i> (RR. 2, 3)	4 6
From <i>Tinøset</i> to the <i>Rjukanfos</i> , and thence to <i>Vinje</i> , either viâ <i>Tinøset</i> or viâ the <i>Totalkvarn</i> (R. 3)	3-4
From <i>Vinje</i> to the <i>Haukelidsæter</i> and <i>Odde</i> (R. 3)	3-4
From <i>Odde</i> to <i>Bergen</i> and thence either viâ <i>Boldstadøren</i> as in Tour i, or by steamer all the way, to <i>Lerdalsøren</i> (RR. 11, 12, 6, 7)	5-6
Excursions from <i>Lerdalsøren</i> , and thence to <i>Christiania</i> as above (RR. 5, 4) . . . . .	7-9
	<u>22-29</u>

**iii. Three or four Weeks from Christiania.**

From Christiania to <i>Drammen</i> , <i>Kongsberg</i> and the <i>Rjukanfos</i> (R. 2)	2-3
From the <i>Rjukanfos</i> to <i>Odde</i> , <i>Bergen</i> , <i>Lerdalsøren</i> , and <i>Christiania</i> (as in Tour ii) . . . . .	<u>18-24</u>

20-27

**iv. Three or four Weeks from Christiania.**

By steamboat from Christiania to <i>Skien</i> , and thence by lake steamer to <i>Hitterdal</i> ; excursion thence to the <i>Rjukanfos</i> and back (RR. 3, 2)	5-6
From <i>Hitterdal</i> by road to <i>Hvidescid</i> and by steamer to <i>Trisæt</i> and <i>Dale</i> ; excursions from <i>Trisæt</i> and <i>Dale</i> (R. 3) . . . . .	5-6
From <i>Dale</i> or <i>Trisæt</i> to <i>Odde</i> ; steamboot to <i>Eide</i> ; road to <i>Vossevangen</i> and <i>Gudvangen</i> ; and thence to <i>Christiania</i> (as in Tours ii, iii) . . . . .	<u>10-16</u>
	<u>20-28</u>

**v. Three or four Weeks from Christiania.**

From Christiania over the <i>Fillefjeld</i> to <i>Lerdalsøren</i> and <i>Gudvangen</i> (RR. 4, 6) . . . . .	5-7
From <i>Gudvangen</i> to <i>Eide</i> on the <i>Hardanger Fjord</i> ; thence to <i>Odde</i> , and from <i>Odde</i> to <i>Bergen</i> (RR. 11, 12) . . . . .	7-9
From <i>Bergen</i> by the <i>Overland Route</i> to <i>Molde</i> (R. 14) . . . . .	4-5
From <i>Molde</i> to the <i>Romsdal</i> , the <i>Gudbrandsdal</i> , <i>Lillehammer</i> and <i>Christiania</i> (RR. 15, 20) . . . . .	6-8

22-29

**vi. Four or five Weeks from Christiania.**

As in Tour v. to <i>Molde</i> . . . . .	16-21
From <i>Molde</i> to the head of the <i>Romsdal</i> and back (R. 15) . . . . .	3-4
From <i>Molde</i> by steamboat direct, or partly overland, to <i>Throndhjem</i> (R. 18) . . . . .	1-3
From <i>Throndhjem</i> over the <i>Dovrefjeld</i> to <i>Lillehammer</i> , and thence to <i>Christiania</i> (RR. 18, 15) . . . . .	7-9

27-37

**vii. Eight to twelve Weeks from Gothenburg.**

From Gothenburg to <i>Trollhättan</i> , <i>Jönköping</i> , <i>Vadstena</i> , and <i>Stockholm</i> (R. 24) . . . . .	5-7
Stockholm and Environs . . . . .	3-4
From Stockholm to <i>Upsala</i> , <i>Gefle</i> , and <i>Hernösand</i> (RR. 33-35, 38) . . . . .	3-4
From <i>Hernösand</i> to <i>Söderfjärden</i> on the <i>Ångermanälven</i> , <i>Östersund</i> , and <i>Levanger</i> in Norway (R. 38) . . . . .	10-14
From <i>Levanger</i> to <i>Throndhjem</i> ; thence to the <i>North Cape</i> , and back to <i>Throndhjem</i> (RR. 21-23) . . . . .	15-20
From <i>Throndhjem</i> over the <i>Dovrefjeld</i> to the <i>Romsdal</i> and <i>Molde</i> (R. 18) . . . . .	5-6
From <i>Molde</i> overland to the <i>Sognefjord</i> and <i>Bergen</i> (R. 14) . . . . .	4-6
From <i>Bergen</i> to <i>Odde</i> on the <i>Hardanger Fjord</i> , thence to <i>Eide</i> , <i>Gudvangen</i> , <i>Lerdalsøren</i> , and <i>Christiania</i> , as in Tours ii, iii. . . . .	<u>14-21</u>

59-82

(If Sweden be omitted, and the start be made from Christiania, the traveller may reach Throndhjem thence by railway in two days, thus reducing the above tour by 3-4 weeks.)

**WALKING TOURS.** All the above tours are easy, being accomplished almost entirely by steamboat, railway, and carriage, and the traveller will rarely suffer any privation worthy of mention. To mountaineers, pedestrians, and lovers of wild and grand scenery, who are prepared for occasional privations and fatigues, the following walks and excursions are recommended: —

From Christiansand through the *Setersdal* to the *Suledalswand* and *Odde*, RR. 9, 11.

Excursions to the *Buarbræ* and *Folgefond*, the *Skjæggedalsfos*, the *Vøringsfos*, and the walk from *Ulvik* to *Eide*, R. 11.

From *Lærdalsøren* to *Jostedal*; back to the *Lysterfjord*, and then to *Skjolden*, *Fortun*, and *Oscarshoug*, RR. 5, 17.

From *Fortun* to *Aardal* and the *Vettisfos*, and thence to *Lakes Tyin*, *Bygdin*, and *Gjendin*, RR. 5, 17.

From Lake *Gjendin* to the *Galdhøpig*, the highest mountain in Norway, and to *Rødsheim*, RR. 16, 17.

From *Rødsheim* to *Opstryn*, and excursions at the head of the *Nordfjord*, RR. 16, 14.

From *Hellesylt* to the *Norangsfjord* and back, R. 13.

From *Hellesylt* to *Merok*, and thence to *Stavbrekkene* and back, RR. 14, 16.

From *Merok* across the mountain to *Yttredal* and *Sylte*, and thence to *Aak* in the *Romsdal*, R. 14.

From *Veblungsnes* or from *Molde* to the *Eikisdalswand* and *Sundalsøren*, R. 18.

From *Bodø* to the *Sulitjelma*, R. 22.

From *Tromsø* to the *Lyngenfjord*, R. 23.

From *Vadsø* to *Karasjok* and *Kautokeino*, or from *Alten* to *Kautokeino*, and down the wild cataracts of the *Muonio Elf* to *Haparanda*, II. 24.

From *Luleå* to the *Njömmelsaska Falls* and *Qwickjock*, and thence either to *Boda* in Norway, or back to *Luleå*, R. 39.

Travellers returning southwards from Throndhjem may take the route thence to the *Selbo-Sjø*, *Kirkevold*, and *Røros*, and from *Røros* by the *Fæmund-Sjø* and *Storsjø* to *Aamot*; see R. 20.

**SPORT** of all kinds has fallen off greatly in Norway and Sweden of late years. Excellent salmon-fishing is indeed still obtainable, but only at high rents, and the best rivers, such as the *Namsenelv* above Namsos, are let on long leases, chiefly to wealthy Englishmen. Trout fishing, however, may still be had in abundance by those who are prepared for some hardships. Among the best waters ('Fiskevand') for trout and grayling are the *Thelemarken Lakes*, the *Messna* and *Laagen* which fall into Lake *Mjøsen*, the *Storsjø*, *Isternsjø*, and *Fæmundsjø*, the *Östra Dalelf* and other streams falling into Lake *Siljan* in Sweden, the *Lule Elf* and the lakes from which it descends in Lapland, and many other lakes and rivers mentioned in the Handbook. — It is difficult now to obtain good shooting in Norway and Sweden, but the mountains enclosing the *Hallingdal* are still said to afford good reindeer-shooting, which may also be had on the *Hardanger Vidde*, in the neighbourhood of the *Romsdal*, near *Røros*, and in Lapland. Wild-fowl abound in many parts of Norway, particularly in the trackless forests of *Østerdalen*, in the *Ostra* and *Vestra Dal* in *Dalarne*, in the vicin-

ity of the Storsjö in Jemtland, and in Lapland, but the sportsman will find serious difficulties to contend with. In the first place a very large proportion of the mountain and forest districts, where the best sport is obtainable, belongs to government, and by a Norwegian law passed in 1877 200-500 crowns, according to circumstances, must be paid for a license to shoot there. Persons found shooting without a license are liable to a fine of 200-1000 crowns. Although no license is required when permission is obtained to shoot over private property, the sport is generally very inferior. Another drawback to the sportsman's enjoyment is the difficulty of obtaining good or even tolerable quarters. The Swedish game-laws, however, are as yet much less stringent, no license being required for shooting on unenclosed land belonging to government.

The CLOSE SEASONS in Norway are as follows: — For heath-hen and black-hen (*Røi* and *Aarhøne*), 15th March to 15th Aug.; capercailzie (*Tiur*), blackcock (*Aarhane*), and hazel-hen (*Hjerpe*), 15th May to 15th Aug.; partridge (*Rapphens*), 1st Jan. to 1st Sept.; eider-duck (*Edderfugl*), 15th April to 15th Aug. (no eider-fowl to be killed in Trømsø Stift or in the Fogderier of Fosen and Namdal till the end of 1885); ptarmigan (*Rype*), 15th May to 15th Aug.; reindeer (*Rensdyr*), 1st April to 1st Aug.; hare (*Hare*), 1st June to 15th Aug.; elk (*Elgsdyr*), beaver (*Bæver*), and deer (*Hjort*), 1st Nov. to 1st Aug. (but foreigners are prohibited from shooting them at any time). — Salmon (*Lax*) and sea-trout (*Sørret*) in rivers, estuaries, and lakes, 14th Sept. to 15th April; in brooks or on the sea-coast, 14th Sept. to 14th Feb.

The close seasons for game in Sweden are nearly the same, usually ending on 9th August.

### III. Conveyances.

TIME TABLES for Norway in '*Norges Communicationer*', for Sweden in '*Sveriges Kommunikationer*', and for Denmark in the '*Reiseliste*'.

**Steamboats** (Norw. *Dampskibe*, Sw. *ångbåtar*). Most of the steamboats, both in Norway and Sweden, are comfortably fitted up, and have good restaurants on board. Travellers who are about to spend one or more nights on board a steamer should lose no time in securing a berth by personal application to the steward. In the smaller vessels the dining-saloon is used at night as a sleeping-cabin, but there is always a separate ladies'-cabin. A passenger travelling with his family pays full fare for himself, but is usually entitled to a reduction ('Moderation') of 25 per cent for each of the other members of the party. On most of the steamboats return-tickets, available for various periods, are issued at a fare and a half.

The food is generally good and abundant, but vegetables are rare, and 'hermetiske Sager', salt relishes, and cheese always preponderate at breakfast and supper. The usual charge for a substantial breakfast or supper is  $1\frac{1}{2}$ , for dinner  $2\frac{1}{2}$  crowns. Wine, beer (25 ø. per half-bottle), tea, and coffee are all extras. No spirits are procurable. At 7 or 8 a.m. most passengers take a cup of coffee and a biscuit or rusk ('Kavringer'). The account should be paid daily, to prevent mistakes. The steward expects a fee of

1½-1 kr. for a voyage of 24 hours, but less in proportion for longer voyages.

**Railways** (Norw. *Jernbaner*, Sw. *jernvägar*). Most of the railways are similar in all respects to those of other European countries. Both in Norway and Sweden, however, there are several narrow-gauge lines ( $3\frac{1}{3}$  ft.), with two classes only, which correspond with the 2nd and 3rd on the other lines. The carriages on these narrow lines are often badly hung and unprovided with spring-buffers, so that the passenger sustains a severe jolting at starting and drawing up. The average fares in Norway are 80, 60, and 30 ø. per Norw. mile in the first, second, and third class respectively; in Sweden 75, 55, and 35 ø. per Sw. mile. From 50 to 70 lbs. of luggage are usually free. All luggage, except what the passenger takes into the carriage with him, must be booked. The average speed of the quick trains (Norw. *Hurtigtog*, Sw. *snälltåg*) is 22-24 Engl. M., that of the mixed trains (*blundede Tog*, *blandade tåg*) 15-20 Engl. M., and that of the goods trains (*Godstog*, *godståg*) 10-12 Engl. M. per hour. These last, which usually convey 2nd and 3rd class passengers only, are extremely tedious for long distances. All the trains have smoking carriages (*Røgekupé*, *rökkupé*) and ladies' compartments (*Kvindekupé*, *damkupé*).

The RAILWAY RESTAURANTS in Norway are generally poor, but in Sweden they are good and inexpensive. Passengers help themselves, there being little or no attendance. For breakfast or supper the usual charge is  $1\frac{1}{4}$ - $1\frac{1}{2}$ , for dinner  $1\frac{1}{4}$ - $1\frac{3}{4}$  crowns; for a cup of coffee or half-bottle of beer 25 ø. Spirituous liquors not obtainable.

**Posting** (Norw. *Skyds*, Sw. *skjuts*; pronounced shöss or shyss in each case). Sweden is so well provided with railways and inland steamboat-routes that the traveller rarely has occasion to drive on the high-roads. In Norway, however, there are still immense tracts of country where the *Stolkjærre* (a light cart with seats for two persons, and generally without springs) and the *Kariol*† (a light gig for one person) afford the sole means of communication. The luggage is strapped or attached with a rope behind the traveller, and on the top of it the *Skydgut* (or simply *Gut*) takes his seat, while the traveller usually drives himself. If he does so he will be responsible for any accident, but not if he allows the 'Gut' to drive from behind. The horses, or rather ponies, which are almost always weak and slow, are often cruelly overdriven by foreigners. The traveller should bear in mind that the average charge of 2-3d. per Engl. mile is very inadequate remuneration to the

† A comfortable carriage or a 'Trille' (open four-wheeler) may be bought at Christiania, or hired for the whole journey, at moderate cost, but serious drawbacks to this mode of travelling are the loss of independence thereby occasioned, and the delays and expense of conveying the vehicle long distances by railway, steamer, and rowing-boat.

*Skydspligte*, or peasants who are bound to supply the horses, and that on this account also it is unfair to overdrive them. As a rule  $1\frac{1}{2}$ -2 hrs., and sometimes more, should be allowed for each Norwegian mile (7 Engl. M.). Most of the principal roads in Norway have been reconstructed of late years, and are now as good and level as is consistent with the hilly character of the country. Some of the still existing older roads are extraordinarily hilly, and of course very trying to the horses, but they are certainly more picturesque than the new. The roads are made by government, but maintained by the peasantry through whose land they pass, often entailing on them a heavy burden. At intervals of  $\frac{3}{4}$ - $2\frac{1}{2}$  Norw. M. there are *Skydsstationer* (pron. stashooner), or farmhouses (*Gaarde*) whose proprietors are bound to supply travellers with horses whenever required, and most of whom also provide board and lodging.

Those stations where the proprietor is bound to have several horses always in readiness, and is liable to a fine if he keeps the traveller waiting for more than  $\frac{1}{4}$ - $\frac{1}{2}$  hour, are called *Faste Stationer* (i. e. 'fixed stations', where a 'fixed' number of horses is always in readiness), or usually by English travellers 'fast stations' (indicated in the Handbook by a †). At many of the fast stations in the country, and at all those in towns, the owners are authorised to exact an increased tariff (*forhøjet Betaling*), amounting for horse and carriole to 1 kr. 80 ø. per mile. Another class of stations, now rare, except in little frequented districts, is the *Tilsigelse-Stationer* (or *Skifter*), where no supply of horses is kept, but the owners of which are bound to procure them from the neighbouring farmers. For the 'Tilsigelse' (from *tilsige*, 'to tell to', 'send to'), or trouble of sending for horses, the station-master (*Skydsskaffer*) is entitled to 14 ø. for each. At these stations, which are justly called 'slow' by English travellers by way of antithesis to the 'fast', the charges are very low, but the traveller may often be kept waiting for several hours. These annoying delays are obviated by sending *Forbud* ('previous message') to stations of this class, and the same remark applies to 'slow' boat-stations. The 'Forbud' must be sent at least three hours before the time at which horses are required, or better on the previous day. If there is regular postal communication on the road, the message may be sent by letter or post-card; or it may be sent by any one preceding the traveller on the same route. Otherwise it is sent by post-card, which the post-office transmits to the nearest post-town or post-station, after which it is forwarded from station to station at a charge of 80 ø. per mile (that being the charge for the *lös Hest* which the messenger rides)†.

Among other regulations, it may be mentioned that each passenger drawn by one horse is allowed 64 lbs. of luggage. If two per-

† The *Forbudseddelen*, or message, may be expressed as follows: —  
*Paa Skydsskiflet* (... name the station) *bestilles en Hest* (*to Heste*, etc.)

sons travel together in a *Stolkjærre*, for which they pay a fare and a half, they are allowed 24lbs. of luggage only. Lastly it should be noted that in hilly districts the 'Skydsskaffer' is frequently authorised to charge for more than the actual distance. Every station-master is bound to keep a *Dagbog* or day-book, in which the traveller enters his orders and records his complaints if he has any to make. On the first page of the 'Dagbog' is always entered the distance to the nearest station in each direction, whether by road or by small boat, so that the traveller will have little difficulty in calculating the fare. Strictly speaking the fare may be exacted before the hirer starts, but it is usually paid at the end of the stage, when the 'Gut', or girl (*Jente*) who takes his place, receives a gratuity of 20 ø. per mile. The following table shows the fares exigible at the different kinds of posting-stations: —

## LAND-SKYDS.

Miles.	From slow stations in the country.			From fast stations in the country, or slow in towns.			From fast stations in towns, or those in the country at an increased tariff.		
	Horse alone.	Horse and Stolkjærre.	Horse and carriage or spring-cart.	Horse alone.	Horse and Stolkjærre.	Horse and carriage or spring-cart.	Horse alone.	Horse and Stolkjærre.	Horse and carriage or spring-cart.
1/2	kr. ø.	kr. ø.	kr. ø.	kr. ø.	kr. ø.	kr. ø.	kr. ø.	kr. ø.	kr. ø.
0.40	0.47	0.50	0.60	0.67	0.70	0.80	0.87	0.90	
5/8	0.50	0.59	0.62	0.75	0.84	0.87	1.00	1.09	1.12
3/4	0.60	0.70	0.75	0.90	1.00	1.05	1.20	1.30	1.35
7/8	0.70	0.82	0.87	1.05	1.17	1.22	1.40	1.52	1.57
1	0.80	0.94	1.00	1.20	1.34	1.40	1.60	1.74	1.80
1 1/8	0.90	1.06	1.12	1.35	1.51	1.57	1.80	1.96	2.02
1 1/4	1.00	1.17	1.25	1.50	1.67	1.75	2.00	2.17	2.25

For a saddle and bridle the usual charge is 7 ø., for a pack-saddle (*Klovsadel*) 4 ø. per mile.

For the transmission of passengers and their luggage by boat

med Karjol (Karjoler) eller Stolkjærre (Stolkjærre) Mandagen den 20. Juli, Formiddagen (Eftermiddagen) Klokket et (to, tre, etc.). Paa same Tid varmt Frokost for en Person (to, tre Personer).

Date & Place.

Signature.

The station-master may dismiss the horses if the traveller is more than 2½ hours late, and after the first hour of waiting he may exact Ventepenge or 'waiting-money'.

(*Baadskyds* or *Vandskyds*) the regulations are similar. The following table shows the usual fares: —

## VAND-SKYDS.

Miles.	From slow stations in the country.	From fast stations in the country.	From fast country stations with raised tariff, and from slow town-stations.	From fast stations in towns.				
	2 men with four oars and sail.	3 men with six oars and sail.	2 men with four oars and sail.	3 men with six oars and sail.	2 men with four oars and sail.	3 men with six oars and sail.	2 men with four oars and sail.	3 men with six oars and sail.
1/2	kr. 8. 0.80	kr. 8. 1.20	kr. 8. 0.93	kr. 8. 1.40	kr. 8. 1. 7	kr. 8. 1.61	kr. 8. 1.13	kr. 8. 1.70
5/8	1. 1 1.21	1.51 1.81	1.17 1.40	1.75 2.10	1.34 1.61	2. 1 2.41	1.42 1.70	2.12 2.55
3/4	1.41	2.11	1.64	2.45	1.88	2.82	1.99	2.97
7/8	1.61	2.41	1.87	2.80	2.15	3.22	2.27	3.40
1	1.81	2.71	2.10	3.15	2.42	3.62	2.55	3.82
1 1/8	2. 1	3. 1	2.34	3.50	2.69	4.02	2.84	4.25
1 1/4								

Travellers accompanied by a guide may always employ him as a rower, and thus dispense with one of the boat's usual crew. Each rower generally wields (or 'sculls' with) two oars. A boat manned with two rowers is therefore called a *Firring*, or four-oared boat, one manned with three rowers a *Serring*, and with four rowers an *Ottering*. The number of persons accommodated depends on the size of the boat. For a large party, or where speed is desired, three or four rowers had better be taken. If no sail is required, a deduction of 13 or 27 ø. from the above charges is made for a four-oared and six-oared boat respectively. For the 'Tilsigelse' of each man at a slow station the charge is 7 ø., and in the country a charge of 7 ø. more is made for ordering an eight or ten-oared boat. Further information, if desired, will be found in the *Lommereiseroute* ('pocket travelling itinerary'), published every summer by Abelsted of Christiania (price 1 kr. 3 ø.). The exact fare, however, may always be ascertained by enquiry on the spot, and attempts at extortion are happily rare.

**Pedestrian Tours.** Neither Norway nor Sweden is suitable for long walking excursions, as the distances are too great, and the points of interest lie too far apart. Many of the expeditions recommended above to the notice of pedestrians and mountaineers may be accomplished on horseback, but there is no lack of glacier-excursions and mountain-ascents which can be undertaken on foot.

only. In mountainous regions, as well as on high roads, the natives usually reckon the distances by Norwegian miles. On an ordinary road a mile may easily be walked in two hours, but on rough ground three hours at least should be allowed for each mile.

#### IV. Luggage. Equipment. Tourist Club.

**Luggage.** Travellers who intend to perform the whole of their tour in Norway and Sweden by railway and steamboat need not restrict the quantity of their luggage, but those who purpose travelling by carriage should, if possible, limit themselves to 30-40 lbs., and this had better be divided between a small and strong wooden box and a carpet-bag, to which may be added a wallet or game-pouch to be used on occasional walking excursions. If long expeditions on horseback are contemplated, 32 lbs. must be the limit, that being the quantity (2 'Lispund') which a rider may carry with him; if that limit be exceeded, a sumpter-horse (*Packhest*, with a *Klevsadel*) which will carry 192 lbs. (12 'Lipsund') must be hired. A soft or compressible portmanteau is not recommended, as the 'Skydsgut', who is sometimes a ponderous adult, always sits on the luggage strapped on behind. A supply of stout cord and several straps will be found useful, and a strong umbrella is indispensable.

**Equipment.** The traveller is recommended to avoid the common error of overburdening himself with 'articles de voyage', eatables, tea, or anything not absolutely necessary. On all the ordinary routes, and even in some of the remoter places, tolerable food can almost always be obtained. Spirits are not to be had at the inns or on board the steamboats, but good Cognac may be purchased at any of the large towns for 4-5 kr. per bottle. A superabundance of clothing should also be eschewed. Two strong, but light Tweed suits, a moderate supply of underclothing, a pair of light shoes for steamboat and carriage use, and a pair of extra-strong Alpine boots for mountaineering ought to suffice. Lastly a couple of square yards of stout waterproof material, to be used as a wrapper for coats and rugs, or for covering the knees in wet weather, will complete the traveller's equipment. The aprons (*Skvætlæder*) of the carriages, it may here be observed, are often dilapidated, so that a waterproof coat and rug are very desirable. Visitors to Lapland should also be provided with veils to keep off the gnats. Ladies travelling in Norway should also dress as simply, strongly, and comfortably as possible, eschewing all superfluous ornament. Those who aspire to the rougher mountain tours should be provided with stout gaiters or leggings.

**Tourist Club.** The *Norske Turistforening* ('tourist union') extends its useful sphere of operations throughout almost every part of Norway. These consist in building refuge-huts, improving mountain paths, establishing tariffs for guides and boats, and otherwise

watching over the interests of travellers. The subscription is only 4 kr. per annum, for which a copy of the 'Aarborg' will be sent to the traveller through the medium of any Norwegian address he names. The members are always received with marked courtesy in the mountainous regions, and enjoy a preference in the case of a competition for accommodation at the club huts. Travellers may enrol themselves at *W. Schmidt's* (p. 2) at Christiania, at the shop of *Børs*, the jeweller, at Bergen, at *Brækstad's* in Throndhjem, at *Aars'*, the Landhandler at Fagerlund (p. 39), and many other places. The club-button (*Klupknap*), which members wear as a distinctive badge, costs 80 ø. more.

GUIDES usually receive 4 kr. per day, and on the expiry of their engagement have to return home at their own cost.

## V. Hotels and Inns.

Except in the capitals and a few of the larger towns, hotels of the first class are rare in Sweden and still rarer in Norway, but second class hotels and unpretending country inns are abundant in proportion to the population, affording, as a rule, cheap and very tolerable accommodation. The hotels at Christiania, Christiansand, Bergen, and Throndhjem are all as expensive as similar houses in Germany or Switzerland. In Stockholm, on the other hand, the charges at the three principal hotels are reasonable, and in several of the other Swedish towns (Karlstad, Linköping, Norrköping, Malmö, etc.) there are excellent hotels with very moderate charges. At the stations or wayside inns in Norway the usual charge for a bed is 80 ø. to 1 kr., for breakfast 1, supper 1, and dinner 1½-2 kr., while the servant (generally a *Pige* or *Jente*) is amply satisfied with a fee of 30-40 ø. from each person (Norw. *Drikkepenge*, Sw. *drickspengar*). The country inns (*gästgivaregårdar*) in Sweden are usually cleaner than those in Norway, but in the less frequented districts they afford very poor accommodation. In remote places the traveller is sometimes asked to share a room and even a bed with another. In Norway travellers are generally conveyed to or from the railway station or steamboat-quay by the hotel-omnibus-es free of charge.

*Tables d'hôte* are almost unknown in Sweden, except at the Grand Hotel at Stockholm, and are rare in Norway, except in the principal towns. On board of all the steamboats, however, they are the rule. All the Swedish and Norwegian hotels have a restaurant attached to them, where most of the natives dine and sup à la carte. The *Smörgåsbord* or *Brännvinsbord*, where relishes of various kinds, bread-and-butter, and brandy and liqueurs are served by way of a stimulant to the appetite, is an institution peculiar to Sweden. The following dishes are among the commonest in the *Matseddel* or *Spiseceddel* (bill of fare) at the restaurants : —

NORWEGIAN.	ENGLISH.	SWEDISH.	NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Suppe</i>	Soup	<i>Soppa.</i>	<i>Aal</i>	Eel	<i>Ål</i>
<i>Kjødsuppe</i>	Broth	<i>Buljong</i>	<i>Gjedde</i>	Pike	<i>Gädda</i>
<i>Kjød</i>	Meat	<i>Kött</i>	<i>Ørreter</i>	Trout	<i>Foreller</i>
<i>køgt</i>	boiled	<i>køkt</i>	<i>Torsk</i>	Cod	<i>Torsk</i>
<i>steigt</i>	r. asted	<i>stekt</i>	<i>Sild</i>	Herring	<i>Sill</i>
<i>Orekjød</i>	Beef	<i>Ozkött</i>	<i>Grønsager</i>	Vegetables	<i>Grönsaker</i>
<i>Kalvesteg</i>	Roast veal	<i>Kalfstek</i>	<i>Bunner</i>	Beans	<i>Böner</i>
<i>Koteletter</i>	Cutlets	<i>Koteletter</i>	<i>Epter</i>	Peas	<i>Ärter</i>
<i>Faarsteg</i>	Roast mut- ton	<i>Färstek</i>	{ <i>Potetes</i> <i>Kartofler</i>	Potatoes	<i>Potates</i>
<i>Flesk</i>	Pork	<i>Skinkött</i>	<i>Eg</i>	Eggs	<i>Ägg</i>
<i>Raadyrsteg</i>	Roast veni- son	<i>Rådjurstek</i>	<i>Pandekager</i>	Pancakes	<i>Pankakor</i>
<i>Rendyrsteg</i>	Roast rein- deer	<i>Renstek</i>	<i>Ost</i>	Cheese	<i>Ost</i>
<i>Fjærkrat</i>	Poultry	<i>Fjæderfå</i>	<i>Smør</i>	Butter	<i>Smör</i>
<i>And</i>	Duck	<i>And</i>	<i>Kager</i>	Cakes	<i>Kakor</i>
<i>Gaas</i>	Goose	<i>Gås</i>	<i>Rödrin</i>	Red wine	<i>Röttvin</i>
<i>Fisk</i>	Fish	<i>Fisk</i>	<i>Hvidvin</i>	White wine	<i>Hvidvin</i>
			<i>Øl</i> (short)	Ale	<i>Öl</i> , bier.

Beer is the beverage usually drunk (*halv Flask* or *halfva butelj*, 20-25*ø.*), but good Bordeaux and other wines are procurable at the better inns and on board all the steamers. Porter has also come into vogue of late years, particularly at Gothenburg and Stockholm. Spirit-drinking, which used to prevail to an enormous extent, has been greatly diminished by recent —

LIQUOR LAWS. In Norway, where the liquor-traffic was formerly almost entirely free, the consumption of raw spirits amounted in 1833 to 23 quarts per head of the entire population. Owing to the raising of the duty and to the efforts of temperance societies the quantity was reduced in 1843 to 17½ pints per head, and in 1871-73 to about 9 pints per head per annum. In 1874 and 1875 the average consumption rose to nearly 12 pints for each person per annum, but the recent introduction of a 'permissive bill' has again caused a great reduction and is said to have been attended with the most beneficial results. By the laws of 9th June, 1866, 3rd May, 1871, and 22nd May, 1875, the authorities of each district may, by a majority, refuse to grant any license for the retail sale of spirits within their district, or they may grant a monopoly of the spirit-trade to a company which is bound to pay the whole of its profits to the municipality, after deduction of expenses and 5 per cent interest. The former option has been exercised in many country-districts, with the result that drunkenness is now almost unknown and that poverty, crime, and disease are greatly diminished. The other alternative has been adopted in many of the larger towns, such as Bergen and Christiansand, with the result that drunkenness and crime are much less frequent than formerly, and that a considerable revenue is yielded to the municipality for the support of the improvident classes. The sale of spirits is entirely prohibited on Sundays and saints' days, and also on Saturdays and the eves of festivals after 5 p.m. — The laws restricting the sale of wine and beer are similar, but of a much less stringent character.

In Sweden the leading statute regulating the retail spirit-trade was passed on 24th August, 1877, partly in consequence of the success which for several years previously had attended the 'Gothenburg licensing system'. Its provisions are similar to those of the Norwegian statutes, and by § 3 it is farther provided that food shall always be sold at spirit-shops. By §§ 10, 14 it is enacted that the authorities of a district may either sell one or more licenses, in accordance with the requirements of the place, by auction to the highest bidder, or to a company which shall pay the whole of its surplus profits to the municipality, or they may by a majority refuse to grant any license for the retail sale of spirits. Again,

by § 17, no license will be granted to any one in a town, except on his undertaking to pay duty on at least 1200 *Kannor* at the rate of 25 ø. per *Kanna* ( $2\frac{1}{3}$  quarts) of spirits sold for consumption elsewhere, or at the rate of 40 ø. per *kanna* of spirits consumed on the premises. The minimum quantity on which duty must be paid in the country is 600 *Kannor*. A license in a town, if granted at all, therefore costs 300-480 kr., and in the country one-half of that sum. By § 28 spirit-shops are closed in the country, and in towns they may be closed by order of the authorities, on Sundays and festivals. — In October, 1877, the municipality of Stockholm, under § 10 of the statute, granted the sole license to retail spirits to a company similar to that at Gothenburg, and the police statistics show that drunkenness and crime have already decreased.

Travellers requiring to leave a country inn early in the morning should make all their arrangements and give their orders on the previous night, as the people are generally very slow in their movements. When lodging is obtained at the house of a 'Lensmand' or a pastor, the traveller may either ask for the bill, or pay at least as much as would have been charged at an inn. — *Cafés* are almost unknown in Norway, but are to be found in all the larger Swedish towns. One of their specialties is the famous Swedish punch, a mixture of rum or arrak with lemon-juice and sugar, which is drunk as a liqueur and undiluted. With ice in summer it is a palatable, but not very wholesome beverage.

## VI. National Character.

The *Swedes* are generally pleasant and courteous in their manners, and very hospitable and obliging to strangers, but by ordinary tourists, who traverse the country by railway and steamboat, they are seldom seen to advantage.

With the *Norwegians*, on the other hand, whose country, in pleasant, old-world fashion, must be explored chiefly by driving, riding, or walking, the traveller will have ample opportunity of becoming better acquainted. Principal Forbes, the learned author of a standard work on Norway, calls the natives 'a free, intelligent, and fine-hearted people', and the definition is still correct, particularly with regard to those who are somewhat removed from the influences of modern 'civilisation'. Sincerity, honesty, and freedom from conventional cant are the chief national virtues. In the country the traveller will often find the people inquisitive, their usual questions being — 'Are you an Engelskmand? Where do you come from, and where are you going to? Have you ever been here before?' On the other hand they are quite prepared to answer questions in their turn, and are particularly communicative if the traveller speaks the language and takes an interest in their country. The outward forms of politeness are very little observed. On arriving at an inn or a station the traveller is seldom welcomed by the host or hostess, and on his departure he is treated with the same apparent neglect. The omission of such attentions arises partly from the independent position of many of the station-masters, with whom innkeeping is quite a subsidiary branch of business, and

partly from the national unobtrusiveness and simplicity of character. Of true politeness and genuine kindness there is seldom any lack. The democratic character of the people manifests itself in the freedom with which the peasant, the guide, and the Skyds gut seat themselves at the same table with the traveller, and it is not uncommon for them on the termination of their employment to invite the traveller to drink a parting 'Flask Øl' with them at their expense; but all this is done with perfect propriety and politeness. On receiving a gratuity, the recipient usually shakes hands with the donor in token of his gratitude. Persons who object to such demonstrations had better abstain from visiting Norway. The national honesty and other virtues of the Norwegians are the outcome of good education and high principle. They are uniformly well educated and intelligent, often unaffectedly pious and devout, and generally a God-fearing, law-abiding people. Occasionally, however, their piety degenerates into superstition and mysticism, as in the case of the 'Haugianer'.

From what has already been said the traveller will rightly conclude that extortion, dishonesty, and incivility are rarely met with in Norway. In some cases, in parts of Telemarken for example, somewhat high charges are asked on the ground that they are not higher than would be paid at Christiania, but they are rarely insisted on if the traveller remonstrates. Lastly it may be observed that in many cases in which travellers have had cause to complain of incivility or overcharging, the offence has been occasioned by the unreasonableness of their requirements and still oftener by their own want of politeness and consideration.

### VII. Maps.

In maps of an extensive, but sparsely peopled country like the Scandinavian peninsula there is abundant space for names, and as there is no lack of these (see below, 'Nomenclature') the traveller will often be misled by their apparent importance. In mountainous and remote districts particularly, each farm-house and even many insignificant 'sæters' or chalets are named in almost as bold type as Christiania itself. In the maps in the Handbook the names of unimportant 'gaards' have been omitted, but those of churches carefully marked. Where several different names are applied to the same place that most commonly used is given. As the spelling (see below, 'Nomenclature') of many of the Norwegian names differs in different maps and geographical works, several discrepancies between the names in the letter-press and those in the maps will be observed, which, so far as possible, will be removed in a future edition, while several new special maps will also be prepared.

In NORWAY a series of *Ordnance Maps*, the publication of which began in 1826, on the scale of 1:200,000, has been com-

pleted only as far as the northern boundary of *Hedemarken*, *Kristiansamt*, and *Nordre Bergenhus Amt*. That of the important *Romsdals Amt* has not yet been published. These maps are executed entirely in black, and are often indistinct, as most of the plates have suffered from frequent use. A series of 200 new ordnance maps on a scale of 1 : 100,000, called the '*Topografisk Kart over Kongeriget Norge*' (water coloured blue, mountains shaded in chalk), is now in progress, but 15 plates only have as yet been issued. Of a '*Generalkart over det sydlige Norge*', on a scale of 1 : 400,000 (in three colours), 5 sheets only have been published. The maps of these two series exhibit a good many striking discrepancies. The same remark applies to Professor Munch's maps of '*Det Nordlige Norge*' and '*Det Sydlige Norge*', on a scale of 1:700,000, originally published in 1852, and revised in 1878 (four plates, published by J. W. Cappelen, Christiania), when compared with '*Waligorski & Wergeland's Veikart over Norge*' (1:1,000,000; two plates, published by J. Dybwad, Christiania). For ordinary use the latter maps are the most satisfactory. Lastly we may mention '*Haffner & Dahl's Kart over Finmarkens Amt*' (1:400,000; two plates) and the recently published '*Kart over Tromsø Amt*' (1 : 200,000; two plates).

Of SWEDEN, on the other hand, there exists a most satisfactory, though still uncompleted, ordnance map, called the '*Generalstabens Karta öfver Sverige*' (water coloured blue), on a scale of 1 : 100,000. The southern provinces, extending as far as Gefle and Letaforss, will occupy 102 plates, about half of which are published. — Another excellent map is the '*Generalkarta öfver Sverige*' (1 : 100,000), in three plates, of which the two southernmost have been issued. — We may also mention the '*Länskortor*' (1 : 200,000) and the '*Atlas öfver Sveriges Län och Städér*' by Dr. M. Roth.

### VIII. Topographical Nomenclature.

In Norway and Sweden, the former in particular, the spelling and pronunciation of the names of places is very variable. In Sweden the modified *a* and *o* are written *å* and *ö*, but in Norway usually *a* and *o*, while *å* and *ö* also sometimes occur, the latter being used by some writers to indicate the short sound of the letter. Again in Norway *aa*, *au*, *ou*, and *o* are frequently interchanged, as in *Laag*, *Laug*, *Loug*, or *Log*, 'river', and *Haug* or *Houg*, 'hill'. The vowels *e*, *u*, and *y*, especially when short, are also frequently interchanged, while their pronunciation is nearly identical, as *Lykke* or *Lekke*, 'happiness' (also 'villa', 'country-house'), *Stel* or *Stul*, 'sæter', 'chalet'. Lastly it may be observed that in many words *g* and *k*, when hard, are used indifferently, as *Agershus* or *Akershus*, *Egersund* or *Ekersund*, *Vig* or *Vik*. — In the Danish or Norwegian language the letter *w* does not occur, but

in Swedish *v* and *w* are constantly interchanged, the latter having of late come more into vogue.

In both countries the traveller will often be struck by the simplicity and primitiveness of the nomenclature, names signifying merely ‘the creek’, ‘the promontory’, ‘the lake’, ‘the end of the lake’, ‘the river’, ‘the river valley’, ‘the valley river’ recurring very frequently. Farm-houses again usually take their names from their proprietors, and the converse is also often the case. The following is a list of several Norwegian words of frequent recurrence (*ø* and *ø* being placed last in the alphabet): —

<i>Aak</i> ,	<i>Ok</i> ,	probably contracted from <i>Aaker</i> or <i>Ager</i> ,	<i>Mork</i> , <i>Mørk</i> , forest, sometimes a field, sometimes a cultivated land.	sometimes a ‘mountain-tract’.
<i>Aar</i> ,	from <i>Aa</i> ,	river.	<i>Nut</i> , mountain-top, peak.	
<i>Aas</i> ,	hill.		<i>Næs</i> , nose, promontory.	
<i>Aur</i> ,	earth,	gravelly soil.	<i>Odde</i> , tongue of land, promontory.	
<i>Bre</i> ,	glacier.		<i>Ose</i> , <i>Øs</i> , mouth, estuary.	
<i>Bu</i> ,	<i>Bø</i> ,	‘Gaard’, hamlet.	<i>Plads</i> , hamlet, clearing.	
<i>By</i> ,	town,	village.	<i>Praestegaard</i> , parsonage.	
<i>Bygd</i> ,	parish,	district, hamlet.	<i>Røgja</i> , <i>Røia</i> , <i>Reie</i> , parish.	
<i>Dal</i> ,	valley.		<i>Sæter</i> , ‘chalet’, mountain-farm, cowherds’ hut.	
<i>Egg</i> ,	corner,	edge, ridge.	<i>Stul</i> , <i>Støl</i> , see ‘Sæter’.	
<i>Eide</i> ,	isthmus,	neck of land.	<i>Stue</i> , wooden house, sæter, hut.	
<i>Elv</i> ,	river.		<i>Sund</i> , strait, ferry.	
<i>Fjeld</i> ,	mountain.		<i>Tind</i> , peak.	
<i>Fjord</i> ,	bay,	arm of the sea.	<i>Tjern</i> , <i>Tjern</i> , or <i>Kjærn</i> , small mountain-lake, ‘tarn’.	
<i>Fos</i> ,	waterfall.		<i>Tuft</i> , site of a house, plot of ground (the English and Scotch provincial word ‘toft’).	
<i>Fjære</i> ,	beach,	strand.	<i>Ur</i> , rubble, loose stones.	
<i>Gaard</i> ,	farm - house	(Engl. ‘yard’).	<i>Vaag</i> , bay, harbour.	
<i>Haug</i> ,	<i>Houg</i> ,	hill.	<i>Vand</i> , <i>Vatn</i> , water, lake.	
<i>Hei</i> ,	<i>Heia</i> ,	barren height.	<i>Vang</i> , meadow, pasture.	
<i>Helle</i> ,	slab of stone,	rock, cliff.	<i>Vas</i> , contracted genit. of ‘Vand’.	
<i>Hyl</i> ,	<i>Høl</i> ,	hollow, basin.	<i>Vig</i> , <i>Vik</i> , creek.	
<i>Kirke</i> ,	church.		<i>Ø</i> , island.	
<i>Klev</i> ,	cliff.		<i>Øe</i> , <i>Øy</i> , peninsula, tongue of land.	
<i>Kvam</i> ,	<i>Qvam</i> ,	ravine.	<i>Øre</i> , <i>Øyr</i> , alluvial soil, tongue of land.	
<i>Laag</i> ,	<i>Log</i> ,	<i>Laug</i> ,	<i>Loug</i> ,	river.

*Mark*, field.  
*Mo*, *Mog*, plain, dale.

Many places have two or more different names, one usually applying to the church, another to the principal ‘gaard’, a third to the posting-station, and so on, the number of names being sometimes in an inverse ratio to the importance of the place. In the following examples the name most frequently used is placed first, but in some cases two or more names are used equally often :

<i>Aahjem, Vanelven</i> , p. 113.	<i>Rena</i> , see <i>Aamot</i> .
<i>Aamot, Arnestad, Nördre Moen</i> ,	<i>Skeaker, Aanstad</i> , p. 154.
<i>Rena, Sorknaes, Ødegaard</i> (six in all), p. 204.	<i>Skjæggedalsfos</i> , <i>Ringedalsfos</i> , p. 100.
<i>Aanstad, Skeaker</i> , p. 154.	<i>Skjæggestad, Ringebo</i> , p. 139.
<i>Eidfjord, Øiffjord, Vik</i> , p. 63.	<i>Stamstad, Andvord</i> , p. 143.
<i>Elverum, Vestby</i> , p. 204.	<i>Storklevstad, Kvam</i> , p. 138.
<i>Krøderen, Sundvolden</i> , p. 29.	<i>Søholt, Ørskog</i> , p. 128.
<i>Moen, Sel</i> , p. 137.	<i>Sørsum, Vaage, Svee</i> , p. 142.
<i>Norheimssund, Sandven, Vikør</i> , p. 89.	<i>Tønset, Ramsmoen</i> , p. 202. <i>Ulvik, Brakenæs</i> , p. 91.

## IX. On the Physical Geography of Scandinavia.

Situation. Geological Formation. Coast Line.

Scandinavia, the largest peninsula in Europe, embracing the kingdom of Norway on the W. and N. sides, Sweden on the E. and S., and part of Russia to the N.E., is about 296,500 Engl. sq. M. in area. It extends from S.S.W. to N.N.E. between 55° 20' and 70° 10' N. latitude, being upwards of 1100 Engl. M. in length. Between the Gulf of Bothnia and the N.W. coast its breadth is about 260 Engl. M., and towards the S. its breadth gradually increases, though at the point where the Throndhjem Fjord forms a deep indentation it narrows to 160 M. Farther to the S., in latitude 60° (that of Christiania and Upsala), the width increases to 435 M., beyond which Norway terminates in a rounded peninsula ending in Cape Lindesnæs (58° 59'), while the S. part of Sweden forms another peninsula to the S.E. of the Christiania Fjord, gradually narrowing, and terminating in the promontory of Falsterbo (55° 20') near Copenhagen. The entire coast-line of the peninsula, disregarding its innumerable indentations, measures 2060 M. in length, the part between Cape Lindesnæs and Vadsø alone measuring 1250 M.

The peninsula contains no distinct mountain-ranges like those occurring in most other countries, but mainly consists in its W. part of a vast elevated plateau, descending abruptly to the western fjords and sloping gradually down to the plains of Sweden and the Gulf of Bothnia on the E. side. Roughly speaking, a line drawn parallel with the W. coast, about 50-60 Engl. M. inland, marks the boundary of the mountain plateau, the W. margin of which is deeply indented with innumerable bays and creeks, and fringed with a belt of countless rocky islands. The latter are known as *Skjær* (Sw. *skär*), and the island-belt as the *Skjærgård* (*skärgård*). To different parts of the mountain-plateau are applied the names of *Fjeld* ('fell'), *Heidar* ('heights'), and *Vidder* ('widths', barren

expanses), and in the N. part of the peninsula *Kjøler* ('mountain-ranges), and from it rise at intervals rounded and occasionally pointed peaks of considerable height.

The **Mountains** are composed almost entirely of primary rocks, presenting nearly the same form as when originally solidified, and rarely overlaid with more recent formations, so that for the geologist they possess the charm of the most hoar antiquity. These primary rocks consist of granite, gneiss, mica, horneblende slate, quartzite, clay slate, limestone, and dolomite, disposed in the form of strata, corresponding with which are occasional well-defined layers of more recent slate-formations and particularly of limestone. At places, notably in the *Romsdal*, or Valley of the Rauma, the gneiss, the oldest of these rocks, towers in most imposing pinnacles, 5000-6000 ft. in height, unencumbered by any later formations. That valley extends from the Moldefjord to the S.E., intersecting the pure gneiss rock, which rises on each side in almost perpendicular cliffs, 2000-3000 ft. in height, and is afterwards prolonged by the Gudbrandsdal descending to Lake *Mjøsen*. In grandeur of rock-scenery, and in the purity of its formation, this magnificent valley is hardly inferior to the far-famed Yosemite Valley of the Sierra Nevada in California.

About the year 1840 rocks of the **Silurian Formation** were discovered by geologists in the vicinity of the *Christiania Fjord*, and since that date other deposits of that period have been found in *Skåne*, *Western Götland*, the island of *Gotland*, *Herjeådalen*, and *Jemteland* in Sweden, and also on the banks of *Lake Mjøsen* and in *Throndhjem Stift* in Norway, but nowhere of great extent. The largest Silurian basin in the peninsula is that of the *Storsjö* in Jemteland, a lake of 2580 Engl. sq. M. in area.

One of the most instructive sections of the country is formed by the route from Sundsvall in Sweden to Östersund on the *Storsjö* and Throndhjem in Norway. The primitive crystalline rocks of Jemteland are first replaced by limestone, extending to the E. bank of the lake, where the Silurian formations begin. These stretch westwards to the great mountain backbone of Sweden and Norway. On this route rises *Åreskutan*, the highest mountain in Sweden (p. 349), part of the base of which on the E. and W. sides belongs to the Silurian formation, while the primary rocks, consisting of quartzite, horneblende, mica-slate, and gneiss, protrude through it all the way to the summit. From this vantage-ground we obtain an excellent idea of the character of the Scandinavian mountains. Many of the hills, rounded and worn by glacier-action, are almost entirely bare, or clothed only with lichens (*Cetraria cucullata nivalis*, *Cronicula ochroleuca*, etc.), and present an exceedingly sombre and dreary appearance. The slopes of the intervening basins are often well wooded, but the lower plateaux are mainly covered with vast tracts of lake and marsh.

Coal occurs here and there in the peninsula. The coal-measures of Helsingborg at the S. extremity of the peninsula are of considerable value and extent. On the island of *Andø*, one of the Vesteraalen group, in latitude 69°, a bed of coal was also recently discovered at the mouth of the Ramsaa, but investigation has proved it to be of little value. The condition, however, of its organic remains proves that the island must have been subjected to violent convulsions about the period when the coal was formed. Under the sea extends a thick seam of coal, above which lie strata of sandstone, clay-slate, and later coal, extending into the island. The island must therefore have at one period been more extensive than now, and thickly clothed with vegetation, after which it appears to have been submerged and then upheaved anew.

The configuration of the mainland must at one time have differed greatly from its present form. That it was once higher above the sea than now, is proved by the formation of the coast with its water and ice-worn fjords, straits, and isthmuses (*Eid*). On the other hand the sea appears within recent centuries to have receded at places. This was first observed by *Celsius* (d. 1744) and *Linné* (d. 1778), who caused marks to be made on the rocks at Kalmar and Gefle with a view to measure the retrocession of the sea, by the German naturalist *Hell* at Vardø in 1769, and by *L. v. Buch*, the geologist, in 1807. Throughout a vast tract, extending from Spitzbergen to about latitude 62°, the whole country is ascertained to be gradually rising, or the sea to be receding. In the *Altenfjord*, near Hammerfest, there are ancient coast-lines 620 ft. above the present sea-level, and others gradually decreasing in height extend all the way to Throndhjem and still farther S., while at *Throndhjem* itself a rise of 20 ft. within 1000 years is well authenticated. At *Torneå*, at the head of the Gulf of Bothnia, the ground is even said to have risen 5 ft. in a century; in the *Åland Islands*, farther S., a rise of 3 ft. within the same time has been observed; while at *Karlskrona* no change of level has been detected. To the S. of Karlskrona, on the other hand, a gradual depression of the land or encroachment of the sea appears to be taking place. These calculations are probably not very trustworthy, but careful measurements made at eleven different places between 1839 and 1865, proved that the average rise of the coast-line between Maase and Christiania during that period was 1 foot. According to *Kjerulf*, the most eminent of the Norwegian geologists, the elevation of the coast has taken place fitfully, as several facts tend to prove. Thus it will generally be observed that in all the Norwegian valleys and fjords there are several distinct terraces, between which there is a sudden and well-defined dip, and that the old coast lines, with their heaps of debris, descend abruptly at their lower ends at an angle of 25–30°. Again it will be noticed that the different water-levels on the rocks are marked by a kind of disintegrated pathway

or furrow, each separated from its neighbour by a comparatively intact and unworn surface.

In glancing at the *Glaciers* of Norway, the traveller will observe that all the most important are situated to the S. of latitude  $67^{\circ}$ . Even so far N. as Novaja Semlja, in lat.  $72^{\circ}$ , there are no glaciers of considerable size. The most extensive is the *Jostedalsbrae* (p. 54), lying between lat.  $61^{\circ}$  and  $62^{\circ}$ , 515 Engl. sq. M. in area, and the largest glacier in Europe. In form it resembles an enormous roof, from which a number of offshoots descend to within 150-200 ft. of the sea-level. A similar ice-mantle is that of the *Folgefond* (p. 87), a little to the S. of lat.  $60^{\circ}$ , and another of vast extent is that of *Svarisen* (p. 217), within the Arctic Circle. The upper parts of these glaciers form immense and comparatively level expanses of dazzling ice and snow, uninterrupted by moraines or crevasses, except where their ramifications descend into the valleys, and rarely broken by peaks rising above them. These plateaux of ice accordingly correspond with the mountain-configuration peculiar to Norway, and on a small scale they afford an idea of the character of the glaciers which once covered the whole country. Of that period numerous traces still exist in Scandinavia as well as on the Baltic coasts. Striated rocks are everywhere observable, from the coast-line upwards; the debris of moraines is distributed over every part of the country; and the soil formed by glacier-friction now forms good cultivable land and affords abundant material for brick-making. ERRATIC BLOCKS seem to have been first deposited in S. Sweden by the glaciers on their southward course, and they abound in N. Germany, sometimes lying a few feet only below the surface of the soil, sometimes clustered together with sand, mud, and gravel, and rising into hills of 70-185 ft. in height, called *Åsar* in Sweden, and known in Ireland and Scotland as escars and kames.

The coast is indented with innumerable Fjords, almost all of which have several minor ramifications. Similar indentations occur in the precipitous W. coast of N. America, extending northwards from the Strait of Juan de Fuca, and on the S. American coast, to the S. of the Island of Chiloe, and on a smaller scale there are numerous fjords on the W. and E. coasts of Greenland, in Spitzbergen, Novaja Semlja, and on the W. coasts of Iceland, Scotland, and Ireland. All these fjord-formations cease within  $40-50^{\circ}$  from the equator, and at the same time they generally correspond with the rainiest regions of the countries where they occur. The E. coast of Scandinavia was probably also at one time indented with fjords, to which the numerous inland lakes once belonged, but which have gradually been filled up by the alluvial deposits of the rivers. That the fjords have been formed, as would naturally be supposed, by the erosive action of ice and water, seems to be disproved by the fact that they are often much deeper than the sea beyond their

mouths. The Sognefjord, for example, is no less than 4100 ft. deep at places. The fact appears rather to be that these basins existed before the glacier era. They are generally narrow and deep, and with the exception of those in E. Finmarken, they lie at right angles to the axis of the mountains. On the banks of the fjords usually extends a strip of fertile and sheltered land which has attracted a considerable population.

The immense and intricate archipelago of the *Skjærgaard* (*skärgård*), or island-belt, which affords admirable shelter to the coasting steamers, accompanies nearly the whole of the Scandinavian coast from Vadsø to Haparanda. The only considerable intervals are in the Arctic Ocean near the *North Cape*, off the mouth of the *Foldenfjord* (64½°), off *Jædern* and *Lister* (between 58° and 59°), and opposite the coasts of *Halland* and *Skåne* in Sweden. Within the Arctic Circle are a considerable number of large islands, the *Kvalø*, on which Hammerfest is situated, the *Seiland*, *Sørø*, *Stjerneø*, *Kaagø*, *Arnø*, *Varneø*, *Ringsvadø*, and *Hvaleø*; between the last and the mainland is the *Tromsø*, with the town of that name; then *Senjen* and the *Vesteraalen* and *Lofoden Islands*. Of the last-named group the first is the *Hindø*, the largest island in Norway (644 Engl. sq. M.), to the S. of which there are others of considerable size. All these islands, particularly those near the Arctic Circle, are mountainous, and many of them present strikingly picturesque forms. Among the finest are the *Hestmandsø*, *Threnen*, *Lovunden*, *Alstene* with the 'Seven Sisters', and the singular *Torghetta*, all of which are described in the Handbook (pp. 215-19).

The great resource of the busy coast-population is the **Cod Fishery**, besides which the *Herring*, *Oyster*, and *Lobster Fisheries* and *Seal Hunting* yield a considerable revenue. The great fishing-banks of the Lofoden Islands are mentioned at p. 225. These fisheries support a population of no less than 100,000 souls. The annual yield of the cod-fishery is estimated at 1,300,000*l.*, and that of the seal-hunting (*Phoca vitulina*) at 55,600*l.*, while about a million and a half of lobsters are annually exported to England alone. Herrings formerly abounded near Stavanger, but disappeared from 1784 to 1808, during which period cod were abundant in that neighbourhood. In 1808 the cod in their turn disappeared and the herring returned, but since 1869 the former have again been found in their old haunts. The shoals of cod and herring are usually attended by a kind of whale (*Balaenoptera musculus*), which was formerly supposed to prey on the latter, but this is ascertained to be erroneous. The oyster-fishery is chiefly carried on on the S. coast near *Kragerø*, and on the W. coast near *Finnaas* in Søndhordland, near *Lindaas* in Nordhordland, near *Vestnæs* in the Romsdalsfjord, by the *Bjærø*, and near *Vigten* in the Namsdal. The Salmon Fishery is also of considerable importance. Among the

most famous rivers are the *Drammenselv*, the *Numedalslaug*, the *Ongneelv* in Jæderen, the *Suledalsetlv* in Ryfylke, the *Rauma* and *Driva* in the *Romsdal*, the *Gula* near Throndhjem, the *Namsen* in the Namsdal, and the *Altenelv* and *Tana* in Finmarken.

These valuable resources of the coast-districts, compared with which the *Opland* or inland districts offer little or no attraction to settlers, have also given rise to the important MARITIME TRADE of Norway, the foundation of which was laid by the piratical *Vikings* (inhabitants of 'Vikar' or creeks), whose expeditions extended to Constantinople, and who discovered Iceland, Greenland, and N. America ('Vinland') 500 years earlier than Columbus. On some of the fjords still exist the tumuli of these early navigators, who sometimes caused themselves to be buried along with their vessels. The commercial fleet of Norway now ranks next to those of Great Britain and the United States. Timber for shipbuilding purposes is abundant.

The E. coast of the peninsula is less favourable for the purposes of navigation, especially as many of the harbours have altered their position or been rendered shallow by the gradual rise of the coastline, and accordingly few of the vikings had their headquarters there. The coasting-trade of Stockholm, however, and the inland lake and canal-traffic are of considerable importance.

### Mountains, Lakes, and Rivers.

Owing to the sudden descent of the mountains on the W. coast the streams on that side of the peninsula all have the character of boisterous torrents, while on the E. coast they take the form of long, narrow lakes, connected by rivers and often by waterfalls. The mountains in the northernmost part of the peninsula, bordering on Russia, rarely exceed 1000 ft. in height, but they become loftier as we proceed towards the S.W., rising to most imposing dimensions on the *Lyngenfjord* (p. 236) and at the head of the *Saltenfjord* (p. 222), where the *Sulitjelma* forms the boundary between the sister kingdoms. To the S. of the great glacier-mountains of *Svartisen* (p. 217) the mountains decrease in height, and a number of large lakes send their waters eastwards to the Baltic, while the *Namsen* and *Snoasen* descend to the well-cultivated plains on the Throndhjem Fjord. Farther to the S. the mountains, such as the *Jomafjeld*, *Kjølhaugen*, *Åreskutan* in Sweden, and the *Syltoppe*, again attain a height of 4000-5000 ft., while the islands off the coast contain mountains of similar height. In latitude 63° the main range divides, the backbone of the peninsula continuing to run southwards, while a branch diverges to the W. nearly at a right angle. In the central range rise the *Öster* and *Vester Dalelf*, which afterwards unite and descend to the S.E. to the Gulf of Bothnia. Adjoining the same range lies the *Fæmund-Sjø*, out of which flows the *Fæmundselv*, afterwards called the

*Klarelf*, and falling into Lake Venern, whence it descends under the name of the *Götaelf* to the Kattegat. A little to the N. of the Fæmund-Sjø lies the *Aursund-Sjø*, the source of the *Glommen*, the largest river in Norway, which forms the imposing *Sarpsfos* at Sarpsborg and falls into the Skager Rak at Frederiksstad. Near the same lake rises the *Gula*, which descends to the N.W. to Throndhjem, and through the valleys of these two rivers runs the important railway from Throndhjem to the copper-mines of Røros and Lake Mjøsen.

Between the Fæmund-Sjø and the Glommen rise the lofty *Hummelfjeld*, *Tronfjeld*, and *Elgepig*, and between the Glommen and the Gudbrandsdal tower the isolated *Rondane* (6890 ft.). To the N.W. of the latter stretches the *Dovrefjeld*, culminating in the *Snehetta* (p. 184), formerly supposed to be the highest mountain in Norway. To the W. of this point, and to the N.W. of the Gudbrandsdal, stretch the gneiss mountains of the Romsdal, already mentioned. The mountains to the S. of the Romsdal are usually known as the *Langfjelde*, which include the *Jostedalsbrae* with the *Lodalskaupe* and extend to the *Horungerfjeld* and the *Jotunheim Mountains*. To the last-named group belongs the *Ymesfjeld*, a huge mass of granite nearly 10 Engl. M. in breadth, culminating in the *Galdhøpig* (p. 148), and surrounded by rocks of the transition period. Farther to the S. lie the extensive Lakes *Gjendin*, *Tyin*, and *Bygdin*, surrounded by imposing mountains, belonging like the Horunger to the easily disintegrated 'gabbro' formation, and remarkable for picturesqueness of form. All these mountains are covered with perpetual snow, with the exception of the highest peaks, on which, owing to their precipitousness, the snow does not lie.

The southern mountains of Norway, which also run from N.E. to S.W., are bounded by the Sognefjord on the N.W., by the Christiania Fjord on the S.W., and by a line drawn on the E. side from the Fillefjeld to Christiania. Between the Sognefjord and the Hardanger Fjord are the isolated plateaux of the *Vossekarl*, the *Hardanger Jøkul*, and the *Hallingskarv*, rising above the snow-line. The Hardanger Fjord is separated by the innermost branch of the Hardanger Fjord from the *Folgefond* (p. 87), an extensive snow-clad mountain with several peaks. To the S.E. of the Hardanger-Fjord stretches the extensive *Hardanger Vidde*, with peaks 3000-4600 ft. in height, which gradually slope on the E. and S. sides. Farther to the E. are the deep valleys of the picturesque region of *Thelemarken*, which frequently intersect each other. The E. outpost of the whole of this mountain-region is the *Skogshorn*, to the N. of the Hallingdal. Farther to the E. are the *Numedal*, *Hallingdal*, and *Valders* valleys, descending towards the S., beyond which we again meet with a number of transverse valleys, where the most fertile land in Norway is situated (such as *Hade-*

*land* on the Randsfjord and *Ringerike* on the Tyrifjord). The mountains then descend to the plain of *Jarlberg* and *Laurvig*. Among their last spurs are the *Gausta* and the *Lidfjeld* in *Thelemarken*, and the isolated *Norefjeld*, rising between Lake *Krøderen* and the *Eggedal*.

The mountains extending towards the S.E. next enter the *Herjeådal* and *Vermeland* in SWEDEN, where they contain valuable iron ores, particularly in *Vermeland*, *Dalarne*, and *Vestmanland*. The range next runs between Lakes *Venern* and *Vettern*, where it is called *Tiveden*, and extends to the E. under the names of the *Tydöskog* and *Kolmården*. It then intersects the province of *Götland* and forms the plateau of *Småland* to the S. of Lake *Vettern*. An important spur a little to the S. of that lake is the *Taberg*, a hill containing about 30 per cent of iron ore. The hills then gradually slope down to the plains of *Skåne* and *Halland*, where there are a few insignificant heights only. In the plains of *Götland* rise the isolated *Kinnekulle* on Lake *Venern*, the *Halleberg*, the *Hunneberg*, and the *Omberg*.

The Swedish islands of *Gotland* and *Öland* contain no hills above 210 ft. in height.

To a comparatively recent geological period belongs the SWEDISH BASIN extending from the *Skager Rak* through Lakes *Venern* and *Vettern* to Lake *Mälaren*, the land to the S. of which was probably once an island. These lakes are believed to have once formed a water-way to the Gulf of Finland, which again was probably connected with the White Sea, and this theory seems to be borne out by the fact that a kind of crayfish found in the White Sea and Lake *Venern* does not exist in the Atlantic or in the Baltic. The modern canal-route connecting these lakes is described in R. 29.

The coast to the N. of Stockholm is flat and well wooded, and intersected by numerous rivers and long lakes, at the mouths of which lie a number of towns chiefly supported by the timber-trade. One of the most important lakes is the picturesque *Siljan* (p. 346), through which the *Österdalelf* flows. Below Falun that river joins the *Vesterdalelf*, and their united waters form a fine cascade at *Elfkarleby*. Of the many other rivers the most important are the picturesque *Ångermanelf* (p. 350), the *Lule-Elf* (p. 351), and the *Torne-Elf*. The last, the longest of all, is connected by a branch with the parallel river *Kalix*. Most of these eastern rivers are rather a series of lakes connected by rapids and waterfalls. The heavy rainfall in the mountain regions descending into the valleys, where the sun has not sufficient power to evaporate it, forms these lakes and extensive swamps, the overflow of which descends from basin to basin till it reaches the sea. The lower ends of these rivers are generally navigable for some distance. Steamboats ply on the *Ångermanelf* and the *Lule-Elf* (pp. 350, 351).

**Climate and Vegetation.**

**TEMPERATURE.** Judging from the degrees of latitude within which the peninsula is situated, one would expect the climate to be uniformly severe and inclement, but this is only the case on the E. coast and among the central mountains. The climate of the W. coast is usually mild, being influenced by the Atlantic and the *Gulf Stream* which impinges upon it. In the same latitude in which Franklin perished in the Arctic regions of America, and in which lies the almost uninhabitable region of E. Siberia, the water of these western fjords of Norway never freezes except in their upper extremities. As we proceed from W. to E., and in some degree even from N. to S., the temperate character of the climate changes, and the winters become more severe. The climate is perhaps most equable at *Skudenesnæs*, near Stavanger, where the mean temperature of January is 34.7° Fahr., and that of July 55.4°: difference 20.7°. At *Stockholm*, on the other hand, the mean temperature of January is 24.8°, and that of July 63.5°: difference 38.7°. The difference is still greater in many places farther to the N., as at *Jockmock* (66° 36' N. lat.; 925 ft. above the sea), where the January temperature is 3.2°, that of July 57.92°, and the difference 54.90°. The tract lying between the Varanger Fjord and the Gulf of Bothnia, the interior of Finnmarken and Lapland, and the southern mountains above the height of 2300 ft., all have an annual mean temperature below the freezing point. Some of the other isothermal lines are curious. Thus the line which marks a mean January temperature of 32° Fahr. runs from the Lofoden Islands southwards, passing a little to the E. of Bergen and through the inner part of the Stavanger Fjord. It then turns to the S.E. to Cape Lindesnæs, and thence to the N.E. towards the Christiania Fjord, and southwards to Gothenburg and Copenhagen. The line marking a mean January temperature of 23° passes through Hammerfest, Saltdalen, Røros, Christiania, and Upsala. In the depth of winter, therefore, the Lofoden Islands are not colder than Copenhagen, or Hammerfest than Christiania. Again, while the mean temperature of the whole year at the North Cape is 35.6°, it is no higher at Östersund in Jemtland, 552 Engl. M. farther south. Lastly, it may be mentioned that while the climate on the W. coast is comparatively equable throughout the year, that of the E. coast and the interior of the country is made up of a long, severe winter and a short and sometimes oppressively hot summer. The average temperature of the sea is 3½-7° warmer than the air, being of course lower than that of the air in summer and higher in winter. The healthiest part of the peninsula is probably the island of Karmø, where the death rate is only 12 per thousand. The average rate for Norway is 19, for Sweden 20 per thousand.

**RAINFALL.** In the interior of Norway less rain falls than on the coast. In Sweden the greatest rainfall is between Gefle and Gothen-

burg. The mean rainfall in Sweden is 20.28 inches, that of Gothenburg 28.18, and that of the E. coast 16.88 inches. August is the rainiest month in Sweden, especially in the N. provinces. In Norway the maximum rainfall is at Flore, where it sometimes reaches 90-91 inches per annum; on the S. coast the average is about 40 inches, and on the W. coast, to the S. and N. of Flore, 70-75 inches. August and September are the rainiest months in the E. districts of Norway, but on the W. coast the rainy season is somewhat later. June and July are therefore the best months for travelling in Sweden and the E. districts of Norway, and July and August for the W. coast. In the neighbourhood of the Romsdal the rainy season does not usually set in before December. Hail and thunderstorms are rare in Norway. The latter, however, are sometimes very violent on the W. coast, where no fewer than forty churches have been destroyed by lightning within the last 150 years. The following table shows the mean temperature and average rainfall in different parts of Norway: —

	Height in feet	Latitude	Degrees of Fahr.	Rainfall in inches		Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches
Vardø . . . .	42° 70' 22"	33.45	—	—	Ona . . . .	52° 62' 53"	44.24	—	—
Nyborg . . . .	— 70° 2' 34.70	—	—	—	Dovre . . . .	2005° 62° 5'	32.54	14.39	—
Fruholmen . . .	29° 71° 6' 35.42	—	—	—	Røros . . . .	2075° 62° 35'	27.5	—	—
Alten . . . .	— 69° 55' 33.62	—	—	—	Florø . . . .	29 61° 36'	48.85	75.27	—
Tromsø . . . .	39° 69° 39' 35.96	—	—	—	Bergen . . . .	49 60° 24'	44.60	72.25	—
Andenes . . . .	26° 69° 20' 38.48	—	—	—	Ullensvang . .	33 60° 19'	44.78	—	—
Bodø . . . .	36° 67° 17' 38.48	30.55	—	—	Skudesnæs . .	36 59° 9'	44.78	42.83	—
Ranen . . . .	46° 66° 12' 37.22	—	—	—	Lindesnæs . .	29 57° 59'	44.24	—	—
Brønø . . . .	38° 65° 28' 40.28	34.34	—	—	Mandal . . . .	56 58° 2'	48.85	55.11	—
Iitseren . . . .	250° 63° 49' 41.00	22.36	—	—	Sandessund . .	42 59° 55'	43.85	23.14	—
Christiansund	66° 7° 43.16	37.48	—	—	Christiania . .	79 59° 55'	41.36	21.19	—

AIR PRESSURE. The pressure of the air in January is greatest in the interior of N. Norway and lowest in Finmarken. In July it is highest on the W. coast and lowest in the interior. The prevailing winds in winter are accordingly land-winds, which are frequently diverted towards the N. and follow the line of the coast. In summer, on the other hand, W. and S.W. winds prevail, blowing towards the region where the air-pressure is lowest, also frequently following the line of the coast towards the N., and rarely impinging on the coast at a right angle. The most prevalent wind blows from the S.W., and on the coast is usually accompanied with dull weather, but this is less the case in the interior. The most violent storms, which prevail chiefly in winter, come from the same quarter. The mountains form a boundary between two distinct climates, the W. wind being the dampest on the W. coast and the driest in the interior.

The **Vegetation**, as might be expected from the climate and the geological features of the peninsula, is generally poor, but the flora is unusually rich for so northern a region. About 25,758 Engl. sq. M. are covered with forest, chiefly pines, the wood of which is valuable owing to the closeness of the rings which mark its annual growth. Next in point of frequency are the oak, the birch, the elm, and the beech. Other trees occur frequently, but not in the forests. The beech, which suffers more from cold than the oak, but does not require so high a mean temperature, rarely occurs in Sweden N. of Kalmar, while the oak is found as far N. as Geile. In Norway, on the other hand, the beech extends to a point beyond Bergen, and the red beech even occurs at Throndhjem. Near Laurvig, in latitude  $59^{\circ} 59'_{\frac{1}{2}}$ ° the beech is found in considerable plantations. — The apple-tree (*Pyrus malus*) occurs as far as  $65^{\circ} 10'$  N. lat., the plum (*Prunus domestica*) up to  $64^{\circ}$ , and the cherry to  $66^{\circ}$ , while currants (*Ribes nigrum* and *rubrum*), gooseberries (*Ribes grossularia*), strawberries (*Fragaria vesca*), raspberries (*Rubus idaeus*), and the common bilberry (*Vaccinium myrtillus*) occur as far north as the North Cape.

*Wheat* is cultivated as far as  $64\frac{1}{2}$ °, and in the S. of the country to a height of 1000-1250 ft. above the sea; *Rye* grows as far N. as  $69^{\circ}$ , and in the S. up to a height of 1950 ft.; *Barley* and *Oats* occur up to  $70^{\circ}$ , and in the S. to a height of 2050 ft. above the sea. Botanists are referred to the instructive works of Schuebeler and Axel Blytt. — The cultivated land in Norway occupies the insignificant area of 1074 Engl. sq. M., but in Sweden 10,678 sq. M. In the northern regions the *Oxyria remiformis*, a kind of sorrel, is largely cultivated as a substitute for corn. It is kept in a frozen condition in winter and boiled down to a pulp for use, being frequently mixed with flour and made into *Fladbrød*. In the S. districts, however, the 'flat bread' is usually made of wheat or barley flour mixed with mashed potatoes, and sometimes with pease-meal. The Lapps mix their bread with reindeer-milk and sometimes with the bitter *Mulgedium alpinum*, which is believed to be a preventive of scurvy.

It is a curious fact that barley takes exactly the same time (90 days) to ripen at Alten ( $70^{\circ}$  N. lat.) as at Christiania and in the S. of France, but it is now generally believed that the great length of the Arctic days compensates for the lack of warmth. The seed, however, if brought from a warmer climate, requires to be acclimatised, and does not yield a good crop until after two or three seasons, so that the effects of a bad harvest are felt for several succeeding years.

The traveller will also observe that the leaves of most of the trees which occur in the northern districts of Norway are larger than those of trees of the same kind in the southern regions. Thus the leaves of maples and plane-trees (*Acer platanoides* and *pseudo-*

*platanus*) transplanted from Christiania to Tromsø have been found to increase greatly in size, while the trees themselves become dwarfed in their growth. This leaf development is also attributed to the long continuance of the sunlight in summer. It would be interesting to know what effects the protracted light produces on the colours of flowers and the flavour of fruits, but these points have not yet been investigated.

The **Animal Kingdom** comprises most of the domestic and other animals common in Great Britain, besides many which are now extinct there, and a number of others peculiar to the Arctic regions. Among the animals most characteristic of the country are the reindeer (*Cervus tarandus*), an exceedingly useful mammal, and the sole support of the nomadic Lapps, and the lemming (*Leorychus lemmus*), a rodent, somewhat resembling a water-rat, which sometimes affords food to the reindeer (see p. 172). Among beasts of prey the bear and the wolf are still common in many parts of the country, and the lynx and glutton occasionally occur. For killing any one of these the government offers a reward of 25 crowns. Conspicuous among large game is the handsome elk ('Elgsdyr'; *Cervus alces*), now becoming rare, next to which rank the reindeer and the red deer. The finest of the wildfowl is the capercailzie ('Tjur'; *Tetrao urogallus*), after which come the ptarmigan ('Rype'; *Lagopus mutus*) and hazel-grouse ('Hjerpe'; *Tetrao bonasia*). Partridges rarely occur in Norway, but abound in the S. of Sweden, where they were introduced about the year 1500. The most valuable of the wildfowl, however, is the eider-duck ('Edder'; *Anas mollissima*), which is most abundant within the Arctic Circle. The down of the female, which she uses in making her nest, is gathered in the *Dunvær* of Finmarken, yielding a considerable revenue (see p. 246).

The **Population** is now almost exclusively of Gothic origin, but the oldest element consists of the *Lapps* and the *Finns*, who were probably the aboriginal inhabitants of the country and who both belong to the Ugrian race. Their languages are both of the Turanian stock (akin to Hungarian), and are said by Castren, the philologist, to have been identical some 2000 years ago. The Lapps now number about 24,000 only in Norway and Sweden, and the Finns about 22,000 souls. They are both of the Mongolian type, with high cheek-bones, low foreheads, full lips, narrow eyes, blunt noses, and yellowish complexions, but the Finns are now by far the superior race, both physically and mentally. The names usually applied to them are not used by themselves. The Lapps ('nomads') call themselves *Sami* or *Sahmelads*, and the Finns ('fen-dwellers') *Suomi*. — The dominant race, by which the Lapps have been well-nigh extinguished, is of the Aryan or Indo-Germanic stock, and is believed to have begun to settle in the peninsula before the birth of Christ (see below). With regard to their language, see the

grammars at the end of the volume. — The total population of Norway at the end of 1875 was 1,807,555; that of Sweden at the end of 1876 was 4,429,713. The annual increase, which is slow, owing to the frequency of emigration, now amounts in Norway to about 18,000, and in Sweden to 47,200 per annum.

## X. History of Sweden and Norway.

**Prehistoric Period.** The earliest antiquities in Scandinavia belong to the FLINT PERIOD, during which the peninsula appears to have been inhabited by the same race as Denmark and N. Germany. Their rude implements indicate that they possessed fixed dwelling-places and cattle, and were acquainted with the art of fishing and probably of hunting also. They buried their dead in large stone tomb-chambers. This epoch was succeeded by the BRONZE PERIOD, when implements and ornaments in bronze and even in gold were first imported into the country and afterwards manufactured by the natives themselves. Agriculture was now regularly practised, and the same domestic animals were used as at the present day. The tombs of this period sometimes contain cinerary urns, and sometimes bones unconsumed. During this and the preceding period the population seems to have been confined to Skåne and Vester-Götland. Lastly, about the time of the birth of Christ, begins the IRON PERIOD, when the use of that metal was introduced from Central Europe. At the same time silver and glass make their appearance, and Roman coins and ‘bracteates’ (ornamental discs of metal) are occasionally found.

During this period also the contents of tombs prove that the dead were sometimes burned and sometimes buried in coffins. The cinerary urns are usually of terracotta, rarely of bronze. Among other curiosities which have been found in the tombs are trinkets and weapons, some of which appear to have been purposely broken. To this period also belong the earlier *Runic Inscriptions*, in a large character differing from that afterwards used. Quite distinct from the earlier part of this era is the LATER IRON PERIOD, which began in Sweden about the year 500 or 600 and in Norway about the year 700 A. D. The Runic inscriptions of this period are in the smaller character, and the language had by this time attained to nearly the same development as that used by the later MSS., while the native workmanship exhibits evidence of a new and independent, though still barbarous stage of culture.

To what race the inhabitants of Scandinavia during the first and second of these periods belonged is uncertain, but it is supposed that they were of the aboriginal Finnish stock. That the relics of the following periods were left by a different race is most probable, as no antiquities have been found which show a gradual transition from the bronze to the early iron period, and it is well

ascertained that the inhabitants of the S. parts of the peninsula were of Germanic origin, both during the earlier and later iron periods. It has also been ascertained that the older Runic alphabet of 24 letters, common to Scandinavian, Anglo-Saxon, Burgundian, and Gothic inscriptions, was afterwards modified by the Scandinavians, who substituted for it the smaller character, consisting of 16 letters only. It therefore seems to be a well established fact that during the later iron period, if not earlier, the Scandinavians had developed into a nationality distinct from the ancient Goths or the Anglo-Saxons.

#### Transition to the Historical Period.

The earliest historical writers agree that Scandinavia was at an early period inhabited partly by a Germanic race, and partly by Finns or Lapps. The Germanic inhabitants, before whom the weaker race seems gradually to have retreated, were first settled in Skåne (Skáney) in the S. of Sweden, whence the country was named Scandia, and the people Scandinavians. The name 'Swedes' is mentioned for the first time by Tacitus (*Suiones*), the 'Goths' are spoken of by Ptolemy, and the *Suethans* and *Suethidi* (i. e. *Svear* and *Svæthjód*) by Jordanis. Jordanis also mentions the *Ostrogothae* and *Finnathae*, or the inhabitants of Öster-Götland and Finnveden in Sweden, the *Dani* or Danes, the *Raumariciae* and *Ragnaricii*, or natives of Romerike and Raurike in Norway, and lastly the *Ethelrugi* or Adalrygir, and the *Ulmerugi* or Hólmyrgir. As far back, therefore, as the beginning of our era, the population in the S. of Sweden and Norway appears to have been of the Gothic stock. To this also points the fact that the names of Rugians, Burgundians, and Goths still occur frequently in Scandinavia; the Rygir were a Norwegian tribe, the name Borgund and Bornholm (Borgundarholm) recur more than once, and the district of Götland and the island of Gotland or Gutland were doubtless so called by Goths or Jutes. It is therefore more than probable that the picturesque myth of the immigration of the *Æsir* or ancient Scandinavians from Asia under the leadership of Odin entirely lacks foundation in fact.

It is at least certain that the history of Scandinavia begins with the later iron period. At that time the southernmost part of Sweden seems to have belonged to the Danes. Farther N. was settled the tribe of the *Götar*, to whom belonged the adjacent island of Öland, while Gotland appears to have been occupied by an independent tribe. Still farther N. were the *Svear*, who occupied Upland, Västmanland, Södermanland, and Nerike. The territory of the *Götar* and the *Svear* were separated by dense forest, while the latter were also separated from the Norwegian tribes by forests and by Lake Venern and the *Götaelf*. Beowulf, the famous Anglo-Saxon epic poem, dating from about the year 700, mentions Den-

mark as an already existing kingdom, and also speaks of the different states of the Götar and Svear, which, however, by the 9th cent. had become united, the Svear, or Swedes, being dominant. The same poem refers to 'Norvegr' and 'Nordmenn', i.e. Norway and the Northmen, but throws no light on their history. It is, however, certain that the consolidation of Norway took place much later than that of Denmark and Sweden, and doubtless after many severe struggles. To the mythical period must be relegated the picturesque stories of the early Ynglingar kings, beginning with *Olaf Trætelje*, or the 'tree-hewer'; but they are probably not without some foundation in fact, and it is at any rate certain that the migrations and piratical expeditions of the Northmen, which soon affected the whole of the north of Europe, began about this time (7th-8th cent. A. D.). The predatory campaigns of the Danish King Hugleikr, which are mentioned both in the Beowulf and by Frankish chroniclers, are doubtless a type of the enterprises of the vikings (from *Vik*, 'creek'), which continued down to the 11th century. The Swedes directed their attacks mainly against Finland, Kurland, Estonia, and Russia, which last derived its name and its political organisation from Sweden; the Danes undertook expeditions against France and England, and the Norwegians chiefly against the north of England, Scotland, the Orkney and Sketland Islands, and the Hebrides.

#### Norway before the Union.

From the semi-mythical Ynglingar and Olaf Trætelje, who is said to have flourished about the middle of the 7th cent., *Halfdan Svarte*, King of a part of Norway corresponding with the present Stift of Christiania, professed to trace his descent. His son **Harald Haarfagre** ('fair-haired'), after several severe conflicts, succeeded in uniting the whole of Norway under his sceptre after the decisive battle of the Hafrsfjord near Stavanger in 872. The final consolidation of the kingdom, however, was not effected until a century later. The kingdom was repeatedly attacked by the petty kings who had been banished, while great numbers of the peasantry, to escape the burdens of taxation, emigrated to the Orkney and Shetland Islands, to Iceland, and even to the Hebrides. In this weakened condition Harald transmitted the crown to his favourite son *Eiríkr Blódöx*, whose exploits as a viking had gained for him the sobriquet of 'bloody axe'. After having slain several of his brothers, Eric was expelled about the year 935 by *Haakon the Good*, who in his turn was defeated and slain by Eric's sons at the battle of Fitjar in 961. Among the sons of Eric, several of whom were put to death by their own subjects, the most distinguished was *Harald Graafeld*, who was, however, at length defeated by the Jarl (earl) of Lade in the district of Throndhjem, with the aid of Harald Gormsson, king of Denmark (970). At this period a number of petty kings still maintained themselves on the fjords

and in the interior of the country, trusting for support from the kings of Sweden and Denmark. The Jarls of Lade, who ruled over Throndhjem, Helgeland, Namdalén, and Nordmøre, acknowledged the supremacy of the kings of Norway, until Haakon Jarl transferred his allegiance to the kings of Denmark. On the outbreak of war between Denmark and Germany he succeeded in throwing off the Danish yoke, but did not assume the title of king. Haakon was at length slain by one of his own slaves during an insurrection of the peasantry (995), whereupon **Olaf Tryggvesson**, a descendant of Haarfagre, obtained possession of the kingdom, together with the fjords and inland territory which had belonged to Haakon. With the accession of Olaf begins a new era in the history of Norway.

In the 10th century PAGANISM in the north was in a moribund condition. Based on the dual system of a world of gods (*Ásgardr, Godheimr*) and a realm of giants (*Utgardr, Jötunheimr*), it regarded mankind (*Midgardr, Mannheimr*) as a kind of object of contention between the two. All alike partook equally of the joys and sorrows of life, of sin, and even of death. The period of the vikings, however, to the close of which we owe the Eddas, materially altered the tenets of the old religion. As victory was their great object, they elevated *Odin*, the god of victory, to the highest rank in their pantheon, while *Thor*, the god of thunder, had hitherto reigned supreme. The bards depict in glowing colours the halls of Odin, which become the abode of heroes slain in war. But as the gods had been in many respects lowered to the rank of men, and were themselves believed to have their destinies swayed by fate, it necessarily followed that they were not themselves the Creators, but at most the intermediate artificers and administrators of earth. They therefore failed to satisfy the religious wants of men, who began to speculate as to the true and ultimate Creator of the universe, and it was about this period that Christianity began to dawn on the benighted north. The vikings came into frequent contact with Christian nations, and Christian slaves were frequently brought to Norway and Sweden. Many of the Northmen professed to be converted, but either retained many of their old superstitions or speedily relapsed into them. A few, however, embraced the new religion zealously, and it is to them that the final conversion of the peninsula was due. The first Christian monarch was Haakon the Good, who had been brought up by King Athelstane in England, and been baptised there; but his attempts to convert his people were violently opposed and met with no success. The sons of Eric, who had also been converted in England, showed little zeal for Christianity, and under Haakon Jarl heathenism was again in the ascendant. At length when Olaf Tryggvesson, who had also become a Christian, ascended the throne, he brought missionaries from England and Germany to Norway and succeed-

ed in evangelising Norway, Iceland, the Orkney and Shetland Islands and the Faroes, partly by persuasion, and partly by intimidation or by bribery. Iceland, however, had already been partly converted by Thorvaldr Vidförlí, a native missionary, aided by the German bishop Friedrich.

King *Svejn Tveskæg* ('double beard') of Denmark now attempted to re-establish the Danish supremacy over Norway, and for this purpose allied himself with his stepson King Olaf, Skotkonung or tributary king of Sweden, and with Eric, the son of Haakon, by whose allied fleets Olaf Tryggvesson was defeated and slain in the great naval battle of Svold, on the coast of Pomerania, about the year 1000. Norway was now partitioned between the kings of Denmark and Sweden, who ceded most of their rights to the Jarls Eric and Svejn, sons of Haakon Ladejarl. The kingdom, however, was soon permanently re-united by St. Olaf, son of *Harald Grenski*, and a descendant of Harald Haarfage. After having been engaged in several warlike expeditions, and having been baptised either in England or in Normandy, he returned to Norway in 1014 to assert his claim to the crown. Aided by his stepfather *Sigud Syr*, king of Ringerike, and by others of the minor inland kings, he succeeded in establishing his authority throughout the whole country, and thereupon went to work energetically to consolidate and evangelise his kingdom. His severity, however, caused much discontent, and his adversaries were supported by Canute, king of England and Denmark, who still asserted his claim to Norway. Canute at length invaded Norway and was proclaimed king, while Olaf was compelled to seek an asylum in Russia (1028). Having returned with a few followers to regain his crown, he was defeated and slain at Stiklestad near Levanger on 29th July, 1030. Canute's triumph, however, was of brief duration. He ceded the reins of government to *Haakon Jarl Eriksson*, and after the death of the jarl to his son *Svejn* and the English princess *Aelgifu*, the mother of the latter; but a reaction speedily set in, stimulated chiefly by the rumour of Olaf's sanctity, which found ready credence and was formally declared by a national assembly. Olaf's son **Magnus**, who had been left by his father in Russia, was now called to the throne, and Svejn was obliged to flee to Denmark (1035). The sway of Magnus was at first harsh, but he afterwards succeeded in earning for himself the title of 'the good'. In accordance with a treaty with Hardicanute in 1038, he ascended the throne of Denmark after the Danish monarch's death in 1042, but his right was disputed by *Svend Estridsson*. In 1046 he assumed as co-regent the turbulent *Harald Sigurdsson*, step-brother of St. Olaf, who succeeded him on his death in 1047. After a series of violent conflicts with Svend, Harald was obliged to renounce his pretensions to the crown of Denmark, but on Harald's death at the Battle of Hastings (1066)

the hostilities between Norway and Denmark broke out anew. Harald was succeeded by **Olaf Haraldssøn**, who in 1068 entered into a new treaty with Svend of Denmark at Kongshelle, whereby the independence of Norway was finally established.

Olaf, who was surnamed *Hinn Kyrri*, or 'the peaceful', now devoted his attention to the internal organisation of his kingdom, and several of the Norwegian towns began to attain importance. Skíringssalr (near Laurvik) and the neighbouring Tønsberg already existed; Nidaros (afterwards Throndhjem) is said to have been founded by Olaf Tryggvesson, Sarpsborg by St. Olaf, and Oslo by Harald Hardraade; but the foundation of Bergen and several other towns, probably including Stavanger, is attributed to Olaf Kyrri. His court was famed for its magnificence and the number of its dignitaries, and at the same time he zealously promoted the interests of the church. While Olaf's predecessors had employed missionaries, chiefly English, for the conversion of their subjects, he proceeded to establish three native bishoprics and to erect cathedrals at Nidaros, Bergen, and Oslo, making the dioceses as far as possible coextensive with the three provinces in which national diets (*Thing*) were held. His warlike son *Magnus Barfod* (1093-1103), so surnamed from the dress of the Scotch Highlanders which he had adopted, did not reign long enough seriously to interrupt the peaceful progress of his country, and the three sons of Magnus, *Øystein* (d. 1122), *Sigurd* (d. 1130), and *Olaf* (d. 1115), thereafter proceeded to carry out the plans of their grandfather. Sigurd was surnamed *Jorsalafarer* ('Jerusalem farer') from his participation in one of the Crusades (1107-11). The same devotion to the church also led about this period to the foundation of the bishopric of Stavanger, and of several monasteries (those of Sælø in the Nordfjord, Nidarholm near Throndhjem, Munkelif at Bergen, and Gimse near Skien), and to the introduction of the compulsory payment of tithes (*Tiende*, 'tenths', known in Scotland as 'teinds'), a measure which secured independence to the church. King Øystein is said to have been versed in law, and both he and several of his predecessors have been extolled as lawgivers, but no distinct trace of legislation in Norway of a period earlier than the beginning of the 12th cent. has been handed down to us.

After Sigurd's death the succession to the throne was disputed by several claimants, as, in accordance with the custom of the country, all relations in equal propinquity to the deceased, whether legitimate or not, enjoyed equal rights. The confusion was farther aggravated by the introduction (in 1129) of the custom of compelling claimants whose legitimacy was challenged to undergo the 'iron ordeal', the practical result of which was to pave the way for the pretensions of adventurers of all kinds. Conflicts thus arose between *Harald Gilli*, a natural son of Magnus Barefoot,

and *Magnus Sigurdsson*; between *Sigurd Slembedeign*, who claimed to be a brother of Harald, and *Ingi* and *Sigurd Munn*, sons of Harald; and afterwards between *Ingi* and *Haakon Herdebred*, a son of Sigurd Munn. All these pretenders to the throne perished in the course of this civil war. *Ingi* was defeated and slain by Haakon in 1161, whereupon his partisans elected as their king *Magnus Erlingsson*, who was the son of a daughter of Sigurd Jorsalafarer. Haakon in his turn having fallen in battle, his adherents endeavoured to find a successor, but Erling, the father of Magnus, whose title was defective, succeeded in obtaining the support of Denmark by the cession of Vigen, and also that of the church.

Meanwhile the church had firmly established her power in the north. At first the sees of Sweden and Norway had been under the jurisdiction of the archbishops of Hamburg and Bremen, but in 1103 an archiepiscopal see was erected at Lund in Skåne. The Norwegians, however, desiring an archbishop of their own, Pope Eugene II. sent *Cardinal Nicholas Breakespeare* to Norway for the purpose of erecting a new archbishopric there, and at the same time a fifth bishopric was erected at Hamar. The new archbishop's jurisdiction also extended over the sees of Iceland, Greenland, the Faroes, the Orkneys, the Hebrides, and the Isle of Man, and his headquarters were established at Throndhjem. In 1164 Erling Jarl induced Archbishop Eystein to crown his son Magnus, a ceremony which had never yet taken place in Norway, and at the same time he engaged to make large concessions to the church, including a right to a voice in the election of future kings.

Supported by the church, personally popular, and a meritorious administrator, Magnus had at first no difficulty in maintaining his position, but his title and the high privileges he had accorded to the church did not long remain unchallenged.

After several insurrections against Magnus had been quelled, there arose the formidable party of the *Birkebeiner* ('birch-legs', so called from the bark of the birch which they used to protect their feet), who in 1177 chose as their chief *Sverre*, a natural son of Sigurd Munn, who had been brought up as a priest, and who soon distinguished himself by his energy and prudence. In 1179 Erling was defeated and slain by Sverre at Nidaros, and in 1184 his son Magnus met the same fate in the naval battle of Fimreite in the Sogn district. Sverre's right to the crown, however, was immediately challenged by new pretenders, and he incurred the bitter hostility of the church by ignoring the concessions granted to it by Magnus. In 1190 Archbishop Eric, Eystein's successor fled the country, and the king and his followers were excommunicated; but, though severely harassed by several hostile parties, particularly the *Bagler* (the episcopal party, from *Bagall*, 'crozier'), Sverre died unconquered in 1202. He was succeeded by his son *Haakon* (d. 1204), by *Guttorm Sigurdsson* (d. 1204), and by *Inge Baardsson* (d. 1217),

under whom the hostilities with the church still continued. For a time, however, peace was re-established by **Haakon Haakonsson** (1217-63), a grandson of Sverre, under whom Norway attained a high degree of prosperity. His father-in-law Skule Jarl, brother of King Inge, on whom he conferred the title of duke, proved his most serious opponent, but on the death of the duke in 1240 the civil wars at length terminated. New rights were soon afterwards conferred on the church, but of a less important character than those bestowed by Magnus Erlingsson, the clergy being now excluded from a share in the election of kings. The king also amended the laws and sought to extend his territory. Since the first colonisation of Iceland (874-930) the island had been independent, but shortly before his death Haakon persuaded the natives to acknowledge his supremacy. In 1261 he also annexed Greenland, which had been colonised by Icelanders in the 10th cent. and previously enjoyed independence, so that, nominally at least, his sway now extended over all the dioceses subject to the see of Throndhjem, including the Orkney and Shetland Islands, the Faroes, the Hebrides, and the Isle of Man. His claim to the Hebrides being disputed by Alexander III. of Scotland, he assembled a fleet for the purpose of asserting it, and set sail for the Orkney Islands, where he died in 1263. He was succeeded by his son *Magnus Lagabøter* ('betterer of laws'), who by the treaty of Perth in 1268 renounced his claims to the Hebrides and Man in return for a small payment from Alexander. In his reign, too, the Swedish frontier, long a subject of dispute, was clearly defined, and the relations between church and state were placed on a more satisfactory footing.

**Constitution.** From an early period Norway was divided into four large districts, each presided over by a *Thing* or *Lagthing* (*Løgthing*), a diet with judicial and legislative functions. The eight *Fylker* or provinces of Throndhjem sent representatives to the *Frostathing*, so named from Frosten, the meeting-place of the diet, and to these were afterwards added *Helgeland*, *Namdalens*, *Nordmøre*, and *Romsdalen*. The *Gulathing*, in the Fylke of Gulen, embraced the Fylker of *Firda*, *Sygnna*, and *Hørda*, to which *Rogaland*, *Agder*, and *Sondmøre* were afterwards added. The district of *Vigen* appears to have had a Thing of its own, which after the time of St. Olaf met at Sarpsborg and was called the *Borgarthing*; but from the 12th cent. onwards representatives were sent to this diet by *Ranrski*, *Vingulmørk*, *Vestvold*, and *Grenafylke* also. Lastly the mountain districts of *Heina*, *Hada*, and *Rauma*, held a diet called the *Heidsævisthing*, afterwards named the *Eidsifathing* from Eidsvold where it assembled. This diet, though separate from that of Vigen, was under the same law, which had been declared common to both by St. Olaf. A committee of each diet, called the *Løgretta*, chosen by the king's officers, performed the judicial duties of the diet, while the *Løgthing* itself exercised

jurisdiction over the diets held at irregular intervals in the different Fylker. Resolutions were passed by a majority of the peasantry at the diet. The four cities of *Throndhjem*, *Bergen*, *Tønsberg*, and *Oslo* each possessed a distinct Lögthing, the law administered by which was called 'Bjarkeyjarrettr'.

King Magnus proceeded to abolish these diets (in 1267 and 1268), but was prevented from finally accomplishing his object by the protest of Archbishop Jón Raudi at the diet of Frosten (1269). He then directed his attention to the amendment of the laws. In 1271 a code called *Järnsida* ('iron side') was completed, and in 1272-4 a new code was promulgated at the Frostuthing, which seems to have been immediately adopted by the other districts. In 1276 a new municipal law was introduced at Bergen and soon afterwards into the other towns also; and lastly the *Jónsbók*, a collection of the laws of the mainland, was compiled in 1280 and promulgated in Iceland. From these codes ecclesiastical law was excluded. Though each of them bears a distinctive name, such as 'Law of the Frostuthing', 'Town Laws of Bergen', etc., and is somewhat modified to suit the requirements of the district or town which adopted it, they substantially formed a single code for the whole kingdom. The whole country was now subject to the jurisdiction of the four diets, with the exception of Helgeland, Jemtland, and Herjedalen, which still formed independent districts. Meanwhile King Magnus concluded a *Concordat* with the church at Bergen in 1273 and another at Tønsberg in 1277, and at the same time sanctioned an ecclesiastical code drawn up by Archbishop Jón, wherein he renounced all control over ecclesiastical causes and over the election of prelates. Another interesting code of this period was the *Hirdskraa* ('law of servants', probably 1274-77), which affords an insight into the early condition of Norway.

Magnus Lagabæter died in 1280 and was followed by his son **Eric Magnusson** (d. 1299), who was succeeded by his brother **Haakon Magnusson** (d. 1319). Under these monarchs the concessions of Magnus to the church formed the subject of constant dispute, and it was not till 1458 that they were finally secured to the hierarchy by Christian IV. In their secular administration, however, the sons of Magnus experienced less difficulty. At first the functions of the Lögthing or diets had been deliberative, judicial and legislative, and those of the king executive only, but the constitution gradually assumed a more monarchical form. The first step was to transfer the judicial powers of the diets to officials appointed by the king himself. The *Lögmann* ('lawyers') had originally been skilled assessors at the diets, elected and paid by the peasantry, but from the beginning of the 13th cent. onwards it was customary for the king to appoint them, and they became the sole judges of all suits in the first instance. In the

second or higher instance the diet was still nominally the judge, but it was presided over by the Lögmann and attended by others of the king's officials. The king himself also asserted a right to decide cases in the last instance, with the aid of a 'council of the wisest men'. The four ancient diets were thus in the course of time transformed into ten or twelve minor diets, presided over by Lögmann.

At the same time great changes in the social and political system were effected. In accordance with the old feudal system, it had been customary for the kings to bestow temporary and revocable grants of land ('Veitsla', probably from *veitla*, 'to bestow') on their retainers and courtiers ('Hird'), on the understanding that the tenants ('Huskarlar') would administer justice, collect the taxes, and render military and other services. In some cases, too, a Jarl was appointed governor of a considerable district and invested with extensive powers and practical independence, and it was usual for the king to confirm the heirs of these officials and dignitaries in their respective lands and offices. All these minor jurisdictions, however, were abolished by Haakon Magnussen (1308), who directed that all his officials should in future be under his own immediate control. Thus, by the beginning of the 14th cent., the Norwegian monarchs had attained a position of great independence, and had emancipated themselves alike from democratic and from aristocratic interference. The peasantry, however, always enjoyed greater freedom than in most other European countries, and possessed their lands in freehold, being themselves lords of a great part of their native soil; but they never attained to much wealth or importance, as the trade of the country from a very early period was monopolised by Germans and other foreigners. Of scarcely greater importance was the nobility of the country, their lack of influence being due to want of organisation and political coherence.

The **Intellectual Culture** of Norway during this period, as may be supposed, made no great progress. The Runic character had indeed been in use from the early Iron Period downwards, but it was merely employed for short inscriptions and rude registers of various kinds, and not for literary purposes. On the foundation of the archbishopric of Lund, the Latin character was at length introduced, but before that period all traditions and communications were verbal, and it is mainly to the bards or minstrels ('Skáldskapr') that we owe the preservation of the ancient mythical and historical sagas or 'sayings'. About the year 1190 the Latin character began to be applied to the native tongue, both for secular and religious purposes. Of the exceedingly rich 'Old Northern' literature which now sprang up, it is a singular fact that by far the greater part was written by Icelanders. Among the most famous of these were *Ari Fróði* (d. 1148), the father of

northern history; *Oddr Snorrason* and *Gunnlaugr Leifsson* (d. 1218), the biographers of King Olaf Tryggvesson; the prior *Styrmir Kárason* (d. 1245), the biographer of St. Olaf; the abbot *Karl Jónsson* (d. 1212), the biographer of King Sverre; and lastly *Eiríkr Oddsson*, *Snorri Sturluson* (d. 1241), and *Sturla Thordurson* (d. 1284), who were both historians of the kings of Norway and zealous collectors of their own island lore. The bards attached to the Scandinavian courts were also generally Icelanders. To Norwegian authorship are traceable comparatively few literary works, the most important being juridical compilations, the 'King's Mirror', which affords an insight into the court-life and commercial transactions of the 13th cent., the 'Anekdoton Sverrieri', a polemic in favour of the crown against the church, several ballads of the earlier Edda, and a number of romances translated from English and French. This poverty of the literature of the mainland is doubtless to be accounted for by the fact that it was constantly harassed by wars and intestine troubles at this period, while Iceland was in the enjoyment of peace. While, moreover, in Norway the clergy held themselves aloof from the people and from secular pursuits, and the nobles were busily engaged in fashioning their titles, their manners, and their costumes on the model of those of their more civilised neighbours, the Icelanders of all classes retained their national coherence in a far higher degree, all contributing with equal zeal to the patriotic task of extolling their island and preserving its ancient traditions.

#### Sweden before the Union.

With regard to the early history of Sweden there exist no chronicles similar to those of the Icelanders and Norwegians. It is ascertained, however, that the country was partly evangelised in the 9th cent. by *Anskar* (d. 865) and other German missionaries, and by his successor *Rimbert* (d. 888). *Archbishop Unni* afterwards preached the Gospel in Sweden, where he died in 936, and after the foundation of several bishoprics in Denmark about the middle of the 10th cent., Sweden was visited by several other German and Danish missionaries. The secular history of the country is involved in much obscurity, from which, however, it to some extent emerges when it comes into contact with that of Norway. About the end of the 10th century *Olaf Skökonung* ('tributary king') took part in the battle of Svold against Olaf of Norway and in the subsequent dismemberment of that country. He was afterwards compelled by his own peasantry to promise to come to terms with St. Olaf, and on his failure was threatened with deposition. He was then obliged to assume his son *Önund* as co-regent, and had to make peace with Norway about the year 1019. Olaf and Önund are said to have been the first Christian kings of Norway. Önund was succeeded by his brother

*Emund* (d. 1056), the last of his royal house, on whose death hostilities broke out between the Götar, who were now inclined in favour of Christianity and the more northern and less civilised Svear, who were still sunk in paganism. Emund had been indifferent about religion, but his successor *Stenkil Ragnvaldsson* was a zealous Christian and was keenly opposed by the Svear. On the death of Stenkil about 1066 open war broke out between the Christian and the pagan parties. When his successor *Inge Stenkilsson* (d. 1112), in whose reign the archbishopric of Lund was erected (1103), forbade heathen sacrifices, the Svear set up his brother-in-law *Blot-Sven* as a rival king, but Inge and his nephews and successors, *Inge II.* (d. about 1120) and *Philip* (d. about 1130), succeeded in maintaining their independence. These dissensions greatly weakened the resources of the kingdom. Stenkilsson fought successfully against Magnus Barfod of Norway and acquitted himself honourably at Kongshelle (1101), but his successors often allowed the Norwegians to invade their territory with impunity.

On the death of Philip, *Magnus*, a Danish prince, and grandson of Stenkilsson, assumed the title of king in Götaland, but was defeated and slain in 1134 by **Sverker I.**, who had been elected king two years previously. Sverker was next opposed by *Erik Jedvardsson*, who was proclaimed king by the Svear, and on Sverker's death in 1156 this *Erik*, commonly called the 'Ninth' and surnamed the 'Saint', obtained undivided possession of the throne. Eric, a zealous churchman, converted the temple of Upsala into a Christian place of worship, and conquered and Christianised the S.W. part of Finland. In 1160 he was attacked and slain by *Magnus Henriksson*, a Danish prince, who laid claim to the throne, and who in the following year was defeated and slain by *Karl Sverkersson*. The latter in his turn was slain by *Erik Knutsson* in 1167, and the contest between the rival houses of Sverker and Eric lasted down to 1222. Eric died in 1195, his successor *Sverker Karlsson* in 1210, and *Jon Sverkersson*, the son of the latter and the last of his family, in 1222, whereupon *Erik Læspe* ('the lisping'), a son of Eric Knutsson, ascended the throne unopposed. Meanwhile the Svear, or Swedes in the narrower sense, had been converted to Christianity. The church was at first presided over by missionary bishops only, but in the reign of Olaf Eriksson a bishopric was erected at Skara, and under Stenkil another at Sigtuna. Under King Sverker a bishop of Öster-Götland was appointed, with his residence at Linköping, one for the diocese of Upper Sweden at Upsala, and others for Södermanland and Västmanland at Strongnäs and Vesterås, while several monasteries were also founded. The primacy of Sweden was granted to *Archbishop Eskil* of Lund by Hadrian IV. (Nicholas Breakespeare) about the year 1154, but in 1163 was transferred to *Stephanus*, the newly created Archbishop of Upsala.

Eric Læspe, though respected by his subjects, was a weak prince. Long before his time the *Folkungar*, a wealthy family of Östef-Götland, had gradually attained to great power, and *Birger Brosa* (d. 1202), a member of the family, had obtained the title of *Jarl* or Duke of the Swedes and Götlanders. From an early period, moreover, intermarriages had taken place between the Folkungar and the royal families of Sweden, Norway, and Denmark. In 1230 an attempt to dethrone Eric was made by *Knut Jonsson*, a distant cousin of Birger, but Knut was defeated and slain in 1234, and his son was executed as a rebel in 1248. The position of the family, however, remained unaffected. *Birger Jarl*, a nephew of Birger Brosa, married Ingeborg, the king's sister, while Eric himself married a member of the Folkungar family (1243). Birger now became the real ruler of Sweden, the territory of which he extended by new conquests in Finland. On the death of Eric, the last scion of the house of St. Eric, without issue in 1250, *Valdemar*, Birger's son, was proclaimed the successor of his uncle. During Birger's regency the country prospered, but on his death in 1266 hostilities broke out between his sons. The weak and incapable Valdemar was dethroned by his brother *Magnus* (1275), whose vigorous administration resembled that of his father, and who maintained friendly relations with the Hanseatic League. He also distinguished himself as a lawgiver and an upholder of order and justice, and earned for himself the surname of *Ladulås* ('barn-lock', i. e. vindicator of the rights of the peasantry).

In 1290 Magnus was succeeded by his son *Birger Magnusson*, during whose minority the government was ably conducted by *Marshal Thorgils Knutsson*, but serious quarrels afterwards broke out between Magnus and his brothers, the dukes *Eric* and *Valdemar*. In 1304 the dukes were banished, and in 1306 the faithful marshal was executed by the king's order. Soon afterwards, however, the dukes returned and obtained possession of the king's person. After several vicissitudes, peace was declared and the kingdom divided among the brothers in 1310 and again in 1313. In 1318, however, the dukes were arrested, imprisoned, and cruelly put to death by their brother's order, whereupon Birger himself was dethroned and banished to Denmark (d. 1321). The following year *Magnus*, the infant son of Duke Eric, was elected king at the Mora Stones of Upsala (p. 340), while Magnus, Birger's son, was taken prisoner and executed. The first attempts to unite the Scandinavian kingdoms were made in the reign of Magnus Eriksson.

The *Constitution* of Sweden at first resembled that of Norway. The country was divided into districts, called *Land*, *Folkland*, or *Landskap*, each of which was subdivided into *Hundari* ('hundreds'), called in Götland *Härath*. Each 'Land' had its diet or

*Thing*, presided over by a *Lagman*, and each hundred had its *Härathsthing*, whose president was called a *Domar* ('pronouncer of dooms') or *Härathshöfthing*. The *Landstthing* exercised deliberative and judicial functions, and each had its own code of laws. Precedence among these diets was enjoyed by the *Svea Thing* or that of Upper Sweden, at which, although the monarchy was nominally hereditary, kings were first elected. After his election each new king had to swear to observe the laws, and to proceed on the 'Eriksgata', or a journey to the other diets, in order to procure confirmation of his title. Resolutions of the *Svea Thing* were even binding on the king himself. As the provincial laws differed, attempts to codify them were made in the 13th and at the beginning of the 14th cent., but with the consolidation of the kingdom these differences were gradually obliterated. The chief difference between Sweden and Norway was the preponderance of the aristocratic element in the former. From an early period, moreover, it had been usual to hold diets composed of the higher officials, the barons, prelates, and large landed proprietors, and to these after the close of the 13th cent. were added the *Lagmenn*. This aristocratic diet was farther enlarged by Magnus Ladulås (1280), who admitted to it all knights willing to serve him in the field, according to them the same exemption from taxation as that enjoyed by his courtiers and by the clergy. As no one, however, in accordance with a law of 1285, could attend these diets without a summons from the king himself, he retained the real power in his own hands and reserved a right to alter the laws with the advice of the diet. From an early period the *Lagman* and the *Härathshöfthing* had been the sole judges in lawsuits, and from the first half of the 14th cent. downwards they were proposed by the people, but appointed by the king. At the same time the king possessed a right of reviewing all judgments in the last instance. No taxes could be exacted or troops levied without the consent of the popular diets, and it therefore became customary as early as the 13th cent. for the kings to employ mercenary troops. — The privileges of the church were well defined, but less extensive than in Norway. The payment of tithes was compulsory, and in 1248 and 1250 the right to elect bishops was vested in the chapters, while all the clergy were prohibited from taking oaths of secular allegiance. At the same period the celibacy of the clergy was declared compulsory. As early as 1200 the clergy was declared amenable to the ecclesiastical jurisdiction only, and in some cases the church-courts could even summon laymen before them. On the other hand the supreme legislative power in church matters still belonged to the state, and parishes enjoyed the right of electing their pastor when no express right of patronage existed. — In the latter half of the 13th cent. the dignity of *Jarl* or earl was abolished, and the *Drotsæte* ('high steward'),

*Marsker* ('marshal'), and *Kanceler* ('chancellor') now became the chief officials of the crown. The rest of the aristocracy consisted of the courtiers and royal vassals, the barons and knights (*Riddare*), the esquires (*Sven af väpen*, *Väpnare*), and even simple freemen who were willing to render military service whenever required. Between all these and the peasantry there was a wide social gap.

The history of early Swedish Literature is well-nigh an absolute blank. The oldest work handed down to us is a compilation of the laws of West Götland, dating from the beginning of the 12th century. A few meagre historical writings in Latin, a work concerning the '*Styrilse kununga ok höfdinga*' (the rule of kings and governors), and several translations of foreign romances also belong to this period.

#### Transition to the Union.

On the death of Haakon Magnusson of Norway in 1319 without male issue, he was succeeded by *Magnus Eriksson*, afterwards called **Magnus Smek** ('the luxurious'), the son of his daughter Ingeborg and the Swedish Duke Erik, and at that time a child of three years. On the banishment of King Birger in 1319 Magnus was also elected King of Sweden, so that the two crowns were now united, but it was arranged that each country should retain its own administration. The union, however, was not attended with happy results. At first Sweden was prudently governed by the regent *Mats Ketilmundsson*, and in 1332 the province of Skåne, which had been pledged to the Swedish Marshal von Eberstein by Erik Menved and Christopher II. of Denmark (1318), declared itself in favour of Magnus. The king, however, who soon afterwards assumed the reins of government, and his queen Blanche of Namur, were ruled by unworthy favourites and soon forfeited the respect of their people. A disastrous fire at Throndhjem (1343), great inundations in the Guldal and Orkedal (1345), and above all the plague which swept away about two-thirds of the population (1349-50) aggravated the discontent of the Norwegians, who in 1350 elected *Haakon Magnusson*, the minor son of Magnus, regent of Norway, and in 1355 Haakon entered upon his functions, the province of Vigen and Iceland alone being reserved to his father. In Sweden Magnus consolidated the provincial laws and drew up a new municipal code in 1347, but here too he was overtaken by many troubles. The aristocracy resented his endeavours to restrain their excesses, the people were exasperated by the unsuccessful issue of his Russian campaigns (1348-49, 1350-51), the plague intensified their dissatisfaction in 1350, and lastly the king was excommunicated in 1358 on account of his failure to pay debts due to the pope. Eric, the king's son, took advantage of these troubles and assumed the title of king in 1356, but died in 1359. New disasters, however, soon followed.

In 1360 the Danes regained Skåne and in 1361 they took possession of the islands of Öland and Gotland. In 1363 Haakon married the princess *Margaret*, daughter of King Valdemar of Denmark, then eleven years old, a union which gave great offence to the Swedish nobles, who were farther exasperated by the reconciliation of Haakon with his father. Magnus now banished twenty-four of his most obnoxious opponents, who proceeded to Mecklenburg and offered the crown to *Albert*, second son of the duke and of Euphemia, a daughter of Duke Eric of Sweden.

*Albert* accordingly came to Sweden in 1363, and in 1365 Magnus and Haakon were defeated at Gåta, near Enköping, where the former was taken prisoner. In 1370-71 a rebellion in favour of Magnus took place in Upper Sweden, and in 1471 Haakon invaded the country with a Norwegian army, but peace was shortly afterwards concluded, and Magnus set at liberty on payment of a heavy ransom and on condition that he would not again lay claim to the Swedish crown. The death of Magnus in 1374 finally extinguished the hopes of those in favour of union. *Albert* was now compelled to place himself under the guidance of the powerful aristocratic party. In 1375 *Bo Jonsson*, the most powerful noble in Sweden, was appointed *Drost* or regent. Meanwhile the Norwegian nobility under King Haakon had attained to considerable independence, while in the towns the dominant party consisted entirely of Germans, whose proceedings were often most oppressive and tyrannical. Even in Sweden, in accordance with the municipal code of Magnus Smek, one-half of the burgomasters and civic authorities in every town was required to consist of Germans; and it may be here added that *Albert* chiefly owed his unpopularity to his partiality for German favourites.

In 1375 Valdemar IV. of Denmark died without male issue, and in the following year he was succeeded by *Olaf*, son of his daughter Margaret and Haakon, king of Norway. On the death of Haakon in 1380, *Olaf Haakonsson*, his only son, acceded to the throne of Norway also, thus uniting the crowns of Denmark and Norway.

*Olaf's* early death in 1387 dissolved this brief union, but within a few weeks his mother *Margaret* was proclaimed regent of Denmark, pending the election of a new king, while in Norway she was nominated regent in 1388 without any such limitation. At the same time, as it was deemed necessary to elect a successor to the throne from among the different competitors, the Norwegians appointed *Erik of Pomerania*, Margaret's nephew, heir to the crown, but under the condition that he should not ascend the throne during Margaret's lifetime. On the death of Bo Jonsson (1386), who had held two-thirds of Sweden in fief or in pledge, *Albert's* quarrels with his magnates broke out afresh, whereupon the malcontents proclaimed Margaret regent of Sweden also (1388), agreeing to accept the king whom she should nominate. Margaret

thereupon invaded Sweden and defeated Albert at Falköping (1389), taking him and his son prisoners. The war, however, still continued, and it was at this period that the Vitalien Brotherhood (1392) came into existence, originally deriving their name ('victuallers') from their duty of supplying Stockholm with provisions during the war. The city was at that time occupied by the German adherents of Albert, and these German 'victuallers' were in truth a band of lawless marauders and pirates. Peace was at length declared in 1395, and King Albert set at liberty on condition of his leaving the country. During the same year Erik was elected king of Denmark, and in 1396 of Sweden also, so that the three crowns were now united, and the three kingdoms ruled by the same regent. The following year Erik was solemnly crowned at Kalmar by a diet of the three nations. Lastly, in 1398, Margaret gained possession of Stockholm, the last stronghold of the German partisans of Albert. The union of the three kingdoms thus effected by Margaret, who is sometimes called the 'Northern Semiramis', lasted till the beginning of the 16th cent., when it was dissolved by the secession of Sweden, but Norway and Denmark remained united down to the year 1814.

### The Union.

Though nominally united and bound to make common cause against all enemies, the three kingdoms jealously maintained their respective forms of government. Margaret ruled over the three countries with wisdom and moderation, though harassed by many difficulties, and on her death in 1412 King Erik assumed the reins of government. Erik, whose queen was Philippa, daughter of Henry IV. of England, was a weak, incompetent, and at the same time a cruel prince. He wasted large sums of money in an attempt to recover Slesvig from the Counts of Holstein, who held it as a Danish fief, and who were supported by the Hanseatic League. Meanwhile Bergen was twice plundered by the Germans (1428 and 1429), who now became masters of that city, and in Sweden the people were most oppressively treated by Erik's German and Danish officials. In 1435, after a disastrous quarrel of twenty-three years, Erik was at length compelled to confirm the privileges of the Hanseatic League and to leave the Counts of Holstein in undisturbed possession of Slesvig. Exasperated by Erik's maladministration, by the debasement of the coinage, and other grievances, the Swedish peasantry, headed by **Engelbrekt Engelbrektsson**, a wealthy proprietor of mines, rebelled in 1433 and compelled Erik and his council to appoint *Karl Knutsson* regent of the kingdom (1436), shortly after which Engelbrekt was assassinated. In Norway also the oppressive sway of foreign officials caused great discontent and gave rise to a rebellion in 1436. Erik in despair retired to the island of Gotland, and in 1438 a number

of Danish and Swedish magnates assembled at Kalmar, where they drew up a new treaty of union, but without affirming that the three kingdoms were thenceforward to be ruled by one monarch. Lastly, in Denmark also a rebellion broke out, chiefly, however, against the nobility and the clergy, and the Danes were therefore compelled to seek for a new king.

In 1439 Denmark and Sweden formally withdrew their allegiance from Erik, and **Christopher of Bavaria** was elected in his stead, being afterwards proclaimed king of Norway also (1442). Erik spent ten years in Gotland where he supported himself by piracy, and ten years more in Pomerania, where he died in 1459.

The separate election and coronation of Christopher in the three countries shows that their union had ceased to exist in more than the name. The new king succeeded, however, in asserting his authority in every part of his dominions, although not without many sacrifices. In his reign Copenhagen was raised to the rank of the capital of Denmark. His plans for the consolidation of his power were cut short by his death in 1448, and the union was again practically dissolved. The Swedes now proclaimed **Karl Knutsson** king, while the Danes elected **Christian** of Oldenburg, a nephew of the Duke of Holstein and Slesvig. In 1449 Christian also succeeded by stratagem in procuring his election in Norway, but Karl Knutsson was proclaimed king and crowned by the peasantry. The following year, however, Karl renounced his second crown, and Christian was thereupon crowned at Throndhjem. Karl having rendered himself obnoxious to the clergy and others of his subjects in Sweden, Christian succeeded in supplanting him here also, and he was crowned king of Sweden in 1457. In 1460 Christian next inherited the duchies of Holstein and Slesvig from his uncle, but he was compelled to sign a charter declaring that he would govern them by their own laws and not as part of Denmark. The government of this vast empire was a task to which Christian proved unequal. Norway was plundered by Russians and Karelians and grievously oppressed by the Hanseatic merchants, who in 1455 slew Olaf Nilsson, governor of Bergen, and the bishop of the town, and burned the monastery of Munkeliv with impunity. In 1468 and 1469 he pledged the Orkney and Shetland Islands to Scotland, and caused great discontent by the introduction into Norway of Danish and German nobles, to whom he granted extensive privileges. Sweden, too, groaned under heavy taxation, and in 1464 recalled Karl Knutsson to the throne. He was soon banished, but in 1467 recalled a third time, and in 1470 he died as king of Sweden. In 1471 **Sten Sture, the Elder**, a nephew of Knutsson, and the guardian of his son, was appointed administrator, and the same year Christian was defeated at Stockholm, after which he made no farther attempt to regain his authority in Sweden. He died in 1481 and was succeeded in Denmark

by his son **Hans**, who was not recognised in Norway till 1483. Sten Sture sought to delay his election in Sweden, but as he had rendered himself unpopular by an unsuccessful campaign against the Russians in Finland, Hans took the opportunity of invading Sweden with a large army and succeeded in establishing his authority (1497). The king having been signally defeated at Hemmingstadt in 1500 in the course of his attempt to subdue the *Ditmarschers*, Sture was recalled, but Hans still retained Norway. Sture died in 1503 and was succeeded by *Svante Niellsson Sture* (d. 1512), whose successor was his son *Sten Sture the Younger* (d. 1520).

King Hans died in 1513, and was succeeded in Denmark and Norway by his son **Christian II.**, whom the Swedes declined to recognise. He was a man of considerable ability and learning, but self-willed, passionate, and cruel. In Norway and Denmark he effected several social reforms, protected the commercial, mining, and fishing interests, and sought to restrict the privileges of the Hanseatic merchants. Notwithstanding his strength of will, Christian was ruled by *Sigbritt*, a Dutchwoman, the mother of his mistress *Düweke* (d. 1517), even after the death of the latter, and the hatred of the aristocracy for this woman, who treated them with studied contempt, proved disastrous to Christian. In Sweden the family of *Trolle* had long been hostile to the *Sture* family, and when *Gustaf Trolle* was created archbishop of Upsala in 1513 he invited the Danes to aid him in deposing the administrator. Christian sent troops to the aid of the prelate, who was besieged in his castle of *Stäket* (p. 333), but the castle was taken and Trolle deprived of his dignities and confined in a monastery. In 1518 Christian himself undertook a campaign against Sweden without success, and perfidiously imprisoned *Gustaf Eriksson Vasa* and other Swedish hostages who had been sent to him. A third campaign in 1519 was more successful, and Sten Sture was defeated and mortally wounded at *Bogesund* in West *Götland*. The same year Christian gained possession of Stockholm, but his atrocious cruelty and injustice proved his ruin. After his coronation by Trolle he permitted that prelate and two others to prosecute their enemies before an arbitrarily formed ecclesiastical tribunal. They were found guilty of heresy, and on 8th Nov., 1520, executed along with several other persons. The 82 victims included two bishops, 13 royal counsellors and knights, and *Erik Johansson*, the father of *Vasa*. On the following day many similar executions of so-called rebels and heretics took place in other parts of Sweden, though on a smaller scale than the 'Blood-bath of Stockholm'.

The exasperation of the Swedes was aggravated by the imposition of a new tax and an attempt to disarm the peasantry, and the discontented populace soon found an able leader. This was the famous **Gustaf Vasa** (probably so surnamed from *vase*, 'a beam',

which the fascine in his armorial bearings resembled), who had been unjustly imprisoned by Christian, but escaped to Lübeck in 1519. In May, 1520, he returned to Sweden, and on hearing of the death of his father at the Stockholm Blood-bath he betook himself to Dalecarlia, where on former occasions Engelbrekt and the Stures had been supported by the peasantry. The rising began in 1521 and soon extended over the whole of Sweden. In August of that year Gustavus was appointed administrator at Vadstena, and in June 1523 he was proclaimed king at Strengnäs.

Sweden thus finally withdrew from the union, and Christian soon afterwards lost his two other kingdoms. His favour to the Reformation aroused the enmity of the church, and at the same time he attacked the privileges of the nobility. From the tenor of several provincial and municipal laws framed by the king in 1521-22 it is obvious that he proposed to counteract the influence of the clergy and aristocracy by improving the condition of the lower classes. Among several excellent provisions were the abolition of compulsory celibacy in the church and a prohibition against the sale of serfs. A war with the Lübeckers, who even threatened Copenhagen (1522), next added to Christian's difficulties, soon after which the Danes elected his uncle Frederick, Duke of Slesvig-Holstein, as his successor and renounced their allegiance to Christian. At length, after fruitless negotiations, Christian quitted Copenhagen in 1523 and sought an asylum in Holland. Nine years later, after an unsuccessful attempt to regain his throne, he was thrown into prison, where he languished for 27 years.

The condition of the **Constitution** during the union was far from satisfactory. The union existed in little more than the name. Each nation continued to be governed by its own laws, neither the troops nor the revenue of one could be employed for the purposes of either of the others, and no one could be summoned before any tribunal out of his own country. The supreme authority, next to that of the king, was vested in his council, which consisted of the prelates, a number of the superior clergy, and a fluctuating number of nobles nominated by the king, but not removable at his pleasure. In matters of importance the king could only act with the consent of his counsellors, and they were even entitled to use violence in opposing unauthorised measures. Nominally the church continued to enjoy all its early privileges, and the concessions made at Tønsberg in 1277 were expressly confirmed by Christian I. in 1458, but invasions of its rights were not unfrequent, and with its increasing solicitude for temporal power its hold over the people decreased. The church was most powerful in Norway and least so in Sweden, while with the influence of the nobility the reverse was the case. In Sweden the estates of the nobility enjoyed immunity from taxation, but Christian I. and his successors were obliged to relax this privilege.

The nobles also enjoyed jurisdiction over their peasantry, levying fines and imposing punishments at discretion (1483). The Norwegian nobles were less favoured; they had no power of levying fines from their tenantry, and their manor houses (*Sædeguarde*) alone were exempt from taxation. The position of the townspeople and the peasantry in Sweden gradually improved, and in 1471 Sten Sture ordained that the municipal authorities should thenceforward consist of natives of the country instead of Germans. In Norway, notwithstanding the opposition of several of the kings, the Hanse merchants still held oppressive sway in the chief towns; but the peasantry were never, as in Denmark, subjected to serfdom and compulsory services. They were generally owners of the soil they cultivated, while those who were merely tenants enjoyed entire liberty and were not *ascripti glebae* as in many other countries. In Sweden the compulsory services exigible from the peasantry by the lord of the soil were limited in the 15th cent. to 8-12 days, and those exigible by the king to 8 days. While this class enjoyed less independence than in Norway, it attained political importance and even admission to the supreme council at an earlier period, owing to the influence of Engelbrekt, the Stures, and other popular chiefs.

During the union Literature made considerable progress in Sweden, while in Norway it languished and became well-nigh extinct. In both countries the education of the clergy continued to be carried on in the monasteries and cathedral schools, but towards the close of this period universities were founded at *Upsala* (1477) and *Copenhagen* (1479), and gave rise to the publication of various learned treatises in Latin. Among the religious works of this period may be mentioned the revelations of *St. Birgitta* (d. 1373) and the 'Cronica Regni Gothorum' of *Ericus Olai* (d. 1486), both showing a tendency towards the principles of the Reformation. Whilst about the beginning of the 14th cent. the native literature of Norway became extinct, that of Sweden began to increase, consisting chiefly of religious writings, rhyming chronicles, ballads and compilations of laws. In Sweden, moreover, the national language, though not without difficulty, held its own against the Danish, while in Norway the 'Old Norsk' was gradually displaced by the tongue of the dominant race, and continued to be spoken in several impure and uncultured dialects by the peasantry alone.

#### Sweden after the Dissolution of the Kalmar Union.

The necessity of making common cause against Christian II., the deposed monarch of the three kingdoms, led to an alliance between *Gustavus Vasa* and Frederick I. of Denmark. Christian attempted an invasion of Norway in 1531-32, but was taken prisoner, and after Frederick's death (1533) the Lübeckers made an ineffectual attempt to restore the deposed king (1534-36). At

home Gustavus also succeeded in consolidating his power. The nobility had been much weakened by the cruel proceedings of Christian, while the Reformation deprived the church both of its power and its temporal possessions, most of which fell to the crown. By the diet of Vesterås (1527) and the synod of Örebro (1529) great changes in the tenure of church property and in ecclesiastical dogmas and ritual were introduced, and in 1531 Laurentius Petri became the first Protestant archbishop of Upsala. Lastly, at another diet held at Vesterås (1544), the Roman Catholic Church was declared abolished. At the same diet the succession to the throne was declared hereditary. Gustavus effected many other wise reforms, but had to contend against several insurrections of the peasantry, caused partly by his ecclesiastical innovations, and partly by the heaviness of the taxation imposed for the support of his army and fleet. Shortly before his death (in 1560), he unwisely bestowed dukedoms on his younger sons, a step which laid the foundation for future troubles.

His eldest son **Erik XIV.** (the number being in accordance with the computation of Johannes Magnus, but without the slightest historical foundation) soon quarrelled with his younger brother **John**, Duke of Finland, whom he kept imprisoned for four years. He was ruled by an unworthy favourite, named *Göran Persson*, and committed many acts of violence and cruelty. He persuaded his brother Duke Magnus to sign John's death-warrant, whereupon Magnus became insane. After the failure of several matrimonial schemes, of one of which Queen Elizabeth of England was the object, and after several outbursts of insanity, Eric married his mistress Katharine Månsdatter (1567). The following year he was deposed by his brother, who ascended the throne as **John III.**, and after a cruel captivity of nine years was poisoned by his order in 1577 (see p. 340). John ingratiated himself with the nobility by rich grants of hereditary fiefs, and he concluded the peace at Stettin which terminated a seven years' war in the north (1563-70) and definitively severed Sweden from Denmark and Norway. Less successful was his war against Russia for the purpose of securing to Sweden the province of Esthland, but the province was afterwards secured to his successor by the Peace of Tensina (1595). John was married to a Polish princess and betrayed a leaning towards the Romish church which much displeased his subjects. After his death (1592) the religious difficulty became more serious, as his son and successor **Sigismund** had been brought up as a Roman Catholic in Poland, where he had been proclaimed king in 1587. *Duke Charles* of Södermanland, the youngest son of Gustavus Vasa, thereupon assumed the regency on behalf of the absent Sigismund, caused the Augsburg Confession to be proclaimed anew by a synod at Upsala (1593), and abolished Romish practices introduced by John. After confirming these proceedings,

Sigismund was crowned in 1594; but on his failure to keep his promises, his uncle was recalled to the regency (1595), and when Sigismund invaded Sweden in 1598 he was defeated by Charles and compelled to enter into a compromise at Linköping. Again breaking faith, he was formally deposed (1599), while Charles was appointed regent for life. After having prosecuted Sigismund's adherents with great harshness, and succeeded in preventing the recognition of Ladislaus, Sigismund's son, **Charles IX.**, assumed the title of king in 1604. His administration was beneficial to the country, and he was a zealous promoter of commerce, mining, and agriculture, but his wars with Russia and Denmark, which were unfinished at his death (1611), caused much misery.

His son and successor was *Gustavus II.*, better known as **Gustavus Adolphus**, the most able and famous of the Swedish kings. Though seventeen years of age only, he was at once declared major by the Estates. In 1613 he terminated the 'Kalmar War' with Denmark by the Peace of Knäroöd, and in 1617 that with Russia by the Peace of Stolbova, which secured Kexholm, Karelen, and Ingemanland to Sweden. By the Treaty of Altmark in 1629 he obtained from Poland the cession of Livonia and four Prussian seaports for six years. At the same time he bestowed much attention on his home affairs. With the aid of his chancellor and friend *Axel Oxenstjerna* he passed codes of judicial procedure and founded a supreme court at Stockholm (1614-15), and afterwards erected appeal courts at Åbo, Dorpat, and Jönköping. In 1617 he reorganised the national assembly, dividing it into the four estates of Nobles, Clergy, Burghers, and Peasants, and giving it the sole power of passing laws and levying taxes. He founded several new towns, favoured the mining and commercial industries, extended the university of Upsala, and established another at Dorpat. At the same time he strengthened his army and navy, which he soon had occasion to use. In 1630 he went to Germany to support the Protestant cause in the Thirty Years' War, and after several brilliant victories and a glorious career, which raised Sweden to the proudest position she has ever occupied in history, he fell on 6th Nov., 1632, at the Battle of Lützen. The war was continued under his daughter and successor **Christina**, under the able regency of *Oxenstjerna*. In 1635, by another treaty with Poland, Livonia was secured to Sweden for 26 years more. War broke out with Denmark in 1643, but was terminated by the Peace of Brömsebro in 1645. At length, in 1648, the Thirty Years' War was ended by the Peace of Westphalia. These treaties secured to Sweden Jemtland and Herjedalen, the island of Gotland, the principalities of Bremen and Verden, part of Pomerania with Stettin and the islands of Rügen, Usedom, and Wollin, and the town of Wismar. Besides a considerable war indemnity and other advantages. During the regency it was arranged that the royal council or cabinet

should consist of representatives of the supreme court of appeal, the council of war, the admiralty, the ministry of the interior, and the exchequer, presided over by the chief ministers of each department. The country was divided into 23 *Läne* and 14 *Lag-sagor*, governed by *Landshöfdinge* and *Lagmän* respectively, which officials were to be appointed from the nobility. For these and many other reforms and useful institutions the country was indebted to the energy and enlightenment of Oxenstjerna. On the other hand, in order to fill the empty coffers of the state, it was found necessary to sell many of the crown domains, and to levy new taxes, and the evil was aggravated by the lavish extravagance of Christina and her favourites. Refusing to marry, and being unable to redress the grievances of her justly disaffected subjects, the queen in 1649 procured the election of *Charles Gustavus* or **Charles X.**, son of the Count Palatine John Casimir of Zweibrücken and a sister of Gustavus Adolphus, as her successor. By her desire he was crowned in 1654, whereupon she abdicated, quitted Sweden, and embraced the Romish faith. She terminated her eccentric career at Rome in 1689. Her successor endeavoured to practise economy, and in 1655 obtained the sanction of the Estates to revoke her alienations of crown property. War, however, interfered with his plans. John Casimir, king of Poland, son of Sigismund, now claimed the throne of Sweden, and compelled Charles to declare war against him (1655). After a time Russia, Austria, and Denmark espoused the cause of Poland, but Charles succeeded in gaining possession of Jütland and the Danish islands, and the Peace of Roeskilde (1658) secured to him Skåne, Halland, and Blekingen, but obliged him to cede the districts of Bohus and Throndhjem to Norway. On a renewal of the war with Denmark, the Danes were aided by the Dutch, the Brandenburgers, the Poles, and the Austrians, who compelled Charles to raise the siege of Copenhagen, and on his sudden death in 1662 the Peace of Copenhagen was concluded, whereby the island of Bornholm was lost to Sweden.

Charles X. was succeeded by his son **Charles XI.**, a boy of four years, whose guardians endeavoured to make peace with foreign enemies. By the Peace of Oliva with Poland, Brandenburg, and Austria in 1660 the king of Poland finally ceded Livonia to Sweden and renounced his claim to the throne of Sweden, and by the Peace of Kardis with Russia in 1661 the Swedish conquests in Estonia and Livonia were restored to Sweden; but little was done to remedy the internal disorders of the country. One of the few events worthy of record at this period was the foundation of the university of Lund in 1668. Meanwhile the excesses and arrogance of the nobility, the squandering of the crown revenues, and the imposition of heavy taxes threatened to ruin the country, and the regency even accepted subsidies from

foreign countries and hired out troops to serve abroad. At the age of seventeen Charles assumed the reins of government (1672). In 1674 he was called upon as the ally of France to take part in the war against Holland, Spain, and Germany, but the Swedish army was signally defeated at Fehrbellin by the Elector of Brandenburg. Hereupon the Danes declared war against Sweden, causing new disasters, but by the intervention of the French peace was again declared at Lund in 1679. The distress occasioned by these defeats and popular indignation against the nobility, who were now in possession of five-sevenths of the land in Sweden, and who did their utmost to reduce the peasantry to the condition of mere serfs, eventually served greatly to strengthen the king's position. At the diet of Stockholm in 1680, after stormy debates, it was determined to call the regency to account for their gross mismanagement of affairs, and the king was empowered to revoke the alienations made during his minority. The king was told that he was not bound to consult his cabinet, but to obey the laws, and that he was responsible to God alone. Another diet (1682) entrusted the king with the sole legislative power, merely expressing a hope that he would graciously consult the Estates. Charles was thus declared an absolute monarch, the sole right reserved to the diet being that of levying taxes. The king thereupon exacted large payments from his former guardians and exercised his right of revocation so rigidly that he obtained possession of about one-third of the landed estates in Sweden. The money thus acquired he employed in paying the debts of the crown, in re-organising his army and fleet, and for other useful purposes, while he proceeded to amend the law and to remedy ecclesiastical abuses. On his death in 1697 he left his kingdom in a strong and prosperous condition, and highly respected among nations.

Under **Charles XII.**, the son and successor of Charles XI., this absolutism was fraught with disastrous consequences. Able, carefully educated, energetic, and conscientious, but self-willed and eccentric, Charles was called to the throne at the age of fifteen and at once declared major. In 1699 Denmark, Russia, and Poland concluded an alliance against Sweden, which led to the great northern war. Aided by England, Holland, and the Duke of Gottorp and Hanover, Charles speedily compelled the Danes to conclude the Peace of Travendal (1700), defeated the Russians at Narva, took Curland from the Poles (1701), and forced Elector Augustus of Saxony to make peace at Altranstädt, whereby the elector was obliged to renounce the Polish crown. Meanwhile Peter the Great of Russia had gained possession of Kexholm, Ingermanland, and Esthonia. Instead of attempting to regain these provinces, Charles, tempted by a promise of help from Mazzeppa, a Cossack chief, determined to attack the enemy in another quarter and marched into the Ukraine, but was signally

defeated by the Russians at Pultava (1709), and lost nearly the whole of his army. He escaped into Turkey, where he was hospitably received by the Sultan Achmed III. and supplied with money. Here he resided at Bender, and induced the Sultan to make war against Russia; but when the grand vizier had defeated the Czar he was bribed by Katherine, the courageous wife of Peter, to allow him to escape. This exasperated Charles and led to a quarrel with the Sultan, who placed him in confinement. Meanwhile Denmark and Saxony again declared war against Sweden. Skåne was successfully defended against the Danes, but Elector Augustus reconquered Poland, and the Czar took possession of Finland. The resources of Sweden were now exhausted, and the higher nobility began to plot against the king. At length Charles effected his escape and returned to Sweden (1715), to find that England, Hanover, and Prussia had also declared war against him owing to differences regarding Stettin and the principalities of Bremen and Verden. Having succeeded with the utmost difficulty in raising money, Charles now invaded Norway with an army of raw recruits and laid siege to Frederikshald, where he fell at the early age of thirty-six (1718), just at the time when his favourite minister Görtsz was about to conclude a favourable peace with Russia. Brave, chivalrous, and at the same time simple in his manners and irreproachable in conduct, the memory of Charles is still fondly cherished by the Swedes. The short reign of absolutism (*Enväldstiden*) was now at an end, and we reach a period of greater independence (*Frihetstiden*; 1719-92).

Charles XII. was succeeded by his sister Ulrika Eleonora, who with the consent of the Estates resigned in favour of her husband **Frederick I.**, crown-prince of Hessen-Cassel. At the same time (1720) a new constitution was framed by the Estates. The supreme power was vested in the Estates, a secret committee consisting of members of the three upper chambers, and a council or cabinet of nine members of the committee, three from each estate, to be nominated by the king himself. The king's authority was limited to two votes at the diet and a casting vote in case of an equally divided assembly, and the cabinet was declared responsible to the diet. In 1719 peace was concluded with England, upon the abandonment of Bremen and Verden, and in 1720 with Prussia, to which Stettin and part of Pomerania were ceded; then with Poland and Denmark; and in 1721 with Russia, to which Livonia, Esthonia, Ingemanland, and the districts of Kexholm and Viborg in Finland had to be made over. The kingdom now enjoyed an interval of repose, a new code of laws was drawn up (1734), and efforts were made to revive commerce. The peace party was derisively called 'Nightcaps' (*nattmössor*), or simply 'Caps', while a warlike party which now arose was known as 'Hats' (*hattar*). In accordance with the counsels of the latter, war was proclaimed

with Russia, which soon led to the loss of Finland (1741). On the death of the queen without issue, Adolphus Frederick of Holstein-Gottorp, a relation of the crown-prince of Russia, was elected as Frederick's successor, on condition (Peace of Åbo; 1743) that the greater part of Finland should be restored. The remainder of Frederick's reign was tranquil, and he died in 1751.

The prerogatives of his successor, **Adolphus Frederick**, were farther limited by the Estates. An attempt on the part of the king to emancipate himself led to a confirmation of the existing constitution, and to a resolution that a stamp bearing the king's name should be impressed without his consent on documents approved by the Estates (1756). The court vainly attempted to rebel, and the king was bluntly reminded that the Estates had power to depose him. In 1757 the 'Hats' recklessly plunged into the Seven Years' War, and after an ignoble campaign peace was concluded at Hamburg in 1762. The 'Caps' were next in the ascendant, but the party disputes of this period were not conducive to national progress.

In 1771 Adolphus was succeeded by his son **Gustavus III.**, who by means of a preconcerted military revolution or *coup-d'état* (1772) succeeded in regaining several of the most valuable prerogatives of the crown, including the sole executive power, whereby the government was converted from a mere republic into a limited monarchy. The king used his victory with moderation, abolished torture, introduced liberty of the press, promoted commerce, science, and art, and strengthened the army. On the other hand he was extravagant and injudicious, and in 1788 committed the error of declaring war against Russia without the consent of the Estates. His officers refused to obey him, and his difficulties were aggravated by a declaration of war and invasion of Sweden by the Danes. Gustavus now succeeded, with the aid of the middle and lower classes, in effecting a further change in the constitution (1798), which gave him the sole prerogative of making war and concluding peace, while the right of acquiring privileged landed estates (*frälsegods*) was bestowed on the peasantry. An armistice was concluded with Denmark, and the not unsuccessful hostilities with Russia led to the Peace of Värålå (1790), which precluded Russia from future interference with Swedish affairs. Shortly afterwards, on the outbreak of the French Revolution, the king proposed to intervene, together with Russia and Austria, in favour of Louis XVI. and proceeded to levy new taxes, whereupon the disaffected nobles entered into a new conspiracy against him, and in 1792 this chivalrous and enlightened, though sometimes ill-advised monarch, fell by the dagger of Captain Ankström.

His son **Gustavus Adolphus** succeeded him as **Gustavus IV.**, under the regency of his uncle *Duke Charles of Södermanland*,

who avoided all participation in the wars of the Revolution. In 1800 Gustavus, in accordance with a scheme of his father, and in conjunction with Russia and Denmark, took up a position of armed neutrality, but Denmark having been coerced by England to abandon this position, and Russia having dissolved the alliance, Sweden was also obliged to yield to the demands of England. The king's futile dreams of the restoration of absolutism and his ill-judged and disastrous participation in the Napoleonic wars led to the loss of Wismar, Pomerania, and Finland, and to his defeat in Norway (1803-8). The country being now on the brink of ruin, the Estates caused Gustavus to be arrested, and formally deposed him and his heirs (1809). He died in poverty at St. Gallen in 1837. His uncle was now elected king as **Charles XIII.**, and a new constitution framed, mainly on the basis of that of 1772. Peace was now concluded at Frederikshamn with Russia (1809), to which the whole of Finland and the Åland Islands were ceded, with Denmark, and with France (1810), whereby Sweden recovered part of Pomerania. The king being old and childless, Prince Christian Augustus of Augustenburg, stadtholder of Norway, was elected crown-prince, but on his sudden death in 1810 the Estates elected *Marshal Bernadotte*, one of Napoleon's generals, who was adopted by Charles, assumed the name of *Charles John*, and embraced the Protestant faith. The crown-prince's influence was directed to military organisation. The lukewarmness of Sweden in maintaining the continental blockade led to a rupture with France, and during the war with Napoleon the Swedes concluded a treaty with the Russians at Åbo on the footing that the crown of Norway should be secured to Sweden (1812). England and Prussia having given the same assurance, Charles John marched with a Swedish contingent into Germany and assumed the command of the combined northern army which took part in the decisive struggle against Napoleon (1813). The crown prince's participation in the war was a somewhat reluctant one, but by the Peace of Kiel (1814) he succeeded in compelling Denmark to cede Norway to Sweden, while Denmark obtained possession of Swedish Pomerania and retained Iceland, Greenland, and the Faroes.

The frequent changes which took place during this period in the *Constitution* of Sweden have already been mentioned.

The **Intellectual Progress** of the country was greatly furthered by the Reformation. *Peder Månsson* (d. 1534), bishop of Vesterås, wrote works on the army, the navy, medicine, and other subjects in the mediæval style, while *Laurentius Petri* (d. 1573), *Laurentius Andreä* (d. 1552), and others translated the Bible into Swedish and wrote Protestant theological works in their native tongue. L. Petri and his brother *Olaus* (d. 1552) also wrote Swedish chronicles; *Archbishop Johannes Magni* was the author of a history of the kings in Latin, with a large admixture of the fabulous ele-

ment; and his brother *Olaus* wrote the often quoted 'Historia de Gentibus Septentrionalibus'. An equally indiscriminate writer of history, and an author of dramatic and other works, was *Johan Messenius* (d. 1637). Even *Gustavus Vasa* had been anxious to preserve the purity of his native language, but it was not till the 17th cent. that scholars interested themselves in it. Queen Christina, a talented and learned princess, was a great patroness of literature. She invited foreign savants to her court (*Descartes*, *Grotius*, and others), as well as native authors, including *Johan Bureus* (d. 1652) and the versatile and distinguished *Göran Lilje* (ennobled as *George Stjernhjelm*; d. 1672). At this period, too (1658), *Jón Rugman* first called attention to the treasures of Icelandic literature, and antiquarian and historical research now came into vogue. *Stjernhök*, the jurist (d. 1675), and *Widekindi* (d. 1678), *Verelius* (d. 1682), *Verving* (d. 1697), *Rudbeck* (d. 1702), and *Peringskiöld* (d. 1720), the historians, were meritorious writers of this school. Hitherto German influence had preponderated in Sweden, but about the middle of the 18th cent. a preference began to be shown for the French style. To this school belong *Olof von Dalin* (d. 1763), the poet and historian, and *Count Tessin* (d. 1770), a meritorious art-collector, and among the scholars of the same period were *Lagerbring*, the historian (d. 1787), *Johan Ihre*, the philologist (d. 1780), and above all *Karl von Linné* (d. 1778), the famous botanist. The 'Vitterhets Akademi' or 'academy of belles lettres' founded in 1753 was extended by *Gustavus III.* so as to embrace history and antiquities, and he also founded the Swedish Academy. To the academic school belonged *Kellgren* (d. 1795) and *Leopold* (d. 1829), but a far more popular poet, and one who repudiated all the traditions of French taste, was *Bellman* (d. 1795), the singer of sweet and simple ballads, whose 'Fredmans Epistlar' was deemed worthy of a prize even by the Academy, and whose memory is still fondly cherished.

#### The Continued Union of Norway with Denmark.

When Sweden withdrew from the Kalmar Union (1523) Norway at first remained faithful to *Christian II.*, but *Vincentius Lunge* procured the election of *Frederick I.* (1524). This king's Protestant tendencies induced the Norwegians to re-elect *Christian II.* in 1531, when the deposed king appeared in Norway with an army, but he was treacherously arrested the following year and ended his life in captivity (see p. lxii). *Frederick* thus regained Norway and continued to prosecute the objects of the Reformation till his death (1533). The nobility and the Protestant party in Denmark elected his eldest son *Christian III.* as his successor, and the southern half of Norway under *Lunge* acquiesced. A rebellion of the northern provinces, which cost *Lunge* his life, was quelled, and the archbishop who had headed

it was obliged to quit the country. In 1536 Christian III. had promised the Danes to convert Norway into a Danish province, and he now abolished the council of state and otherwise partially kept his word. The doctrines of the Reformation permeated the country very slowly, but the dissolution of the monasteries and confiscation of church property were prosecuted with great zeal. The Norwegian towns now began to prosper and the trade of the country to improve, while the tyranny of the Hanse merchants at Bergen was checked by Christopher Valkendorff (1536). In 1559 Christian was succeeded by his son **Frederick II.**, in whose reign occurred the calamitous seven years' war with Sweden (1563-70), which sowed the seeds of national hatred between the countries, and caused the destruction of Oslo, Sarpsborg, and Hamar, the devastation of several agricultural districts, and the military occupation of others. At the same time the country was terribly oppressed by Frederick's officials, and he himself visited it once only. The sole benefit conferred by him on Norway was the foundation of Frederiksstad near the ruined town of Sarpsborg.

His son **Christian IV.** (1588-1648), on the other hand, visited Norway very frequently and was indefatigable in his reforms. He refused to grant fiefs in future to nobles who were not natives of Norway (1596), and he promulgated a Norwegian code (1604), which was a revised edition of the laws of 1274 translated into Danish. He also published an ecclesiastical code (1607), and took energetic measures to exclude Jesuits from the country. At the same time the army was improved, trade was favoured, the silver-mines at Kongsberg (1624) and the copper-mines of Røros (1645) were established, the towns of Christiania (1624) and Christiansand (1641) founded anew, and the Hanse factory at Bergen strictly controlled. All these benefits were outweighed by the disasters of the Kalmar War with Sweden (1611-13), during which the peasantry gained their famous victory over the Scottish auxiliaries under Col. Sinclair at Kringlen (p. 137), and particularly those of the Thirty Years' War in which Christian participated (1625-1629). A second war with Sweden (1643-45) terminated with the severance of Jemtland and Herjedalen from Norway.

New disasters befell Norway in the reign of his son **Frederick II.** (1648-70). The result of the participation of Denmark and Norway in the Swedish-Polish war was that Norway finally lost Båhus-Län, Idre, and Särna. During this war Halden earned for itself the new name of Frederikshald by the bravery of its defenders. These misfortunes, however, led to a rupture with the existing system of government. On ascending the throne Frederick had signed a pledge which placed him in the power of the nobility, but during the wars the incompetency of the council of state, and the energy of the king and citizens in defending Copenhagen, had greatly raised him in the public estimation. At a diet

held at Copenhagen in 1660 the indignation of the clergy and burghers against the nobility burst forth, and they demanded the abolition of its oppressive privileges. It was next discovered that the pledge given by the king was subversive of all liberty and progress, the king and the lower Estates proceeded to declare the succession to the throne hereditary, and Frederick was empowered to revise the constitution. The result was that he declared the king alone to be invested with sovereign and absolute power, and to this document he succeeded privately in procuring the signatures of most of the members of the diet. This declaration became law in 1661, but was not actually promulgated till 1709. These great changes were on the whole beneficial to Norway. The country was at least now placed on an equality with Denmark, and the strict bureaucratic administration was preferable to the old evils of local tyranny and individual caprice. The supreme authority now consisted of the heads of the five government departments, presided over by the king, and the feudal lords with their local jurisdictions were replaced by crown officials.

Frederick's son **Christian V.** (1670-99) was not unsuccessful in the Skåne war against Sweden (1675-79), but his chief merit as regards Norway was the promulgation of a code (1687), based on the Danish code of 1683, and of a church ritual for both countries. The erection of the new counties or earldoms of Laurvig and Tønsberg, afterwards called Jarlsberg, and of the barony of Rosen-dal were unproductive of benefit to Norway. The unjust treatment of his minister *Grieffenfeld*, who for a trivial offence suffered a cruel imprisonment for 22 years, forms a blot on this king's memory.

Christian V. was succeeded by his son **Frederick IV.** (1699-1730), in whose reign was waged the great northern war in which the Norwegian naval hero *Peter Vessel* (ennobled under the name of *Tordenskjold*) took a prominent part. The sole gain to Denmark by the Peace of Frederiksborg (1720) was the renunciation by Sweden of its immunity from Sound dues. The King husbanded his finances, but often procured money by discreditable means. He hired out mercenary troops, sold most of the crown-property in Norway, and granted a monopoly of the trade of Finmarken. These abuses, maladministration, and an attempt to alter the land laws so embittered the Norwegians that a union with Russia was actually proposed. In this reign a mission to Lapland was organised (1714), Th. v. Vesten being one of its chief promoters, and Hans Egede went as a missionary to Greenland (1721).

Under Frederick's son **Christian VI.** (1730-46) Norway was injuriously infected with German Puritanism, which enjoined the utmost rigidity of church observances and abstention from all worldly amusements. Among the expedients used for reviving trade in Denmark was an oppressive enactment that S. Norway

should draw its sole corn supplies from that country. The fleet, however, was strengthened, an efficient militia organised, and education promoted. A long peace favoured the growth of commerce and navigation, and the 'Black Company' formed in 1739 furthered manufacturing industry.

In the reign of **Frederick V.** (1746-66) the grievous sway of Puritanism came to an end, and art and science were zealously cultivated. A mining school was founded at Kongsberg, and a mathematical school at Christiania, and at Throndhjem a useful scientific society was established by *Gunnerus*, *Schøning*, and *Suhm*, a learned Dane (1760-67). The frontier between Norway and Sweden was measured and defined (1759), facilities were afforded to commerce, and skilled miners introduced from Germany. Complications with Russia connected with the affairs of Slesvig caused severe financial losses to Denmark and Norway, and the increased taxation provoked a revolt at Bergen, which, however, was soon quelled (1763). Notwithstanding these drawbacks, Norway prospered under the absolute monarchy, while Denmark languished. The king in Denmark, being separated from the lower classes by a wealthy and influential aristocracy, was unable effectually to redress their grievances, and they still groaned under the evils of serfdom and compulsory service. With the exception of Copenhagen, the towns were almost equally oppressed, and in 1769 the whole population of Denmark did not exceed 800,000 souls. In Norway, on the other hand, the peasantry enjoyed freedom, the towns had thrown off the oppressive Hanseatic yoke, and feudal jurisdictions were abolished, while complaints against officials were addressed to the king in person. A class of native officials had also sprung up, affording an additional element of security. While the population had numbered 450,000 only in 1664, it rose to 723,000 in 1769. Within the same period the number of Norwegian ships had increased from 50 to 1150. The peasantry had benefited greatly by the sale of the crown estates, and the trade of Norway now far surpassed that of Denmark. At the same time frequent intercourse with England and other foreign countries served to expand the Norwegian mind and to prepare the way for a period of still greater enlightenment and prosperity.

During the long reign of the imbecile **Christian VII.** (1766-1808) his authority was wielded by his ministers. *Struensee*, his German physician, was the first of these. His measures were those of an enlightened absolutism. He simplified judicial procedure, abolished torture, excluded the lackeys of noblemen from public offices, deprived the aristocracy of their privileges, bestowed liberty on the press, and husbanded the finances. The peremptory manner in which these and other reforms were introduced gave great offence, particularly as *Struensee* took no pains to conceal

his contempt for the Danes. Christian's stepmother accordingly organised a conspiracy against him, and he was executed in 1772. His successor was *Ove Guldberg*, a Dane, who passed a law that Danes, Norwegians, and Holsteiners alone should be eligible for the government service, and rescinded Struensee's reforms (1776). In 1780 an attitude of armed neutrality introduced by the able *Count Bernstorff* gave a great impulse to the shipping trade, but the finances of the country were ruined. In 1784 the *Crown-prince Frederick* assumed the conduct of affairs with Bernstorff as his minister, whereupon a more liberal, and for Norway in particular a more favourable era began. The corn-trade of S. Norway was relieved from its fetters, the trade of Finnmarken was set free, and the towns of Tromsø, Hammerfest, and Vardø were founded. On a renewal of the armed neutrality (1800-1), England refused to recognise it, attacked Copenhagen, and compelled the Danes to abandon it. Six years later Napoleon's scheme of using Denmark's fleet against England led to a second attack on Constantinople and its bombardment by the English fleet, which resulted in the surrender of the whole Danish and Norwegian fleet to England (1807). Denmark, allied with France, then declared war both against England and Sweden (1808), and almost at the same period Christian died.

On the accession of **Frederick VI.** (1808-36) the affairs of the kingdom were in a desperate condition. The English did not attack the country, but contented themselves with capturing as many Danish and Norwegian vessels as possible and ruining the trade of the country by blockading all its seaports. Owing to an overissue of paper money the government was soon unable to meet its liabilities and declared itself bankrupt (1813). Meanwhile Norway was governed by a separate commission, presided over by *Prince Christian Augustus of Augustenburg* (1807), and was so well defended that it lost nothing by the peace of Jönköping (1809). The independence of the peasantry, the wealth of the burghers, and the success of their country in the war against Sweden naturally created in the minds of the Norwegians a proud sense of superiority over the unhappy Danes, while the liberality of their views widened the breach with a country still groaning under absolutism. A 'Society for the Welfare of Norway' was founded in 1810, and a Union with Sweden was warmly advocated, particularly by the talented Count Herman Wedel-Jarlsberg. The Danish government made some vain attempts to conciliate the Norwegians, as for example by the foundation of a university at Christiania (1811), which had been proposed so far back as 1661, but the Norwegians themselves provided the necessary funds. In concluding a treaty with the Russians in 1812, Sweden obtained their consent to its future annexation of Norway, and at the Peace of Kiel in 1814 the Danes were compelled to make the cession.

Frederick thereupon released the Norwegians from their allegiance to him, and the union of Norway with Denmark, which had subsisted for more than four centuries, was thus dissolved.

The Literature of Norway from the Reformation to the end of the union is inseparable from that of Denmark. As translators of old northern laws and sagas may be mentioned *L. Hanssen* (d. 1596) and *P. C. Friis* (d. 1614), of whom the latter also wrote interesting works on Norwegian topography and natural history in his native dialect. *A. Pedersen* (d. 1574), of Bergen, was the author of a description of Norway and of the 'Chapter-book of Bergen'. The historian and topographer *J. Ramus* (d. 1718) and the poet *Peter Dass* (d. 1708), the still popular author of 'Nordlands Trompet', were also natives of Norway, while *T. Torfæus* (d. 1719), a famous historian of Norway, was an Icelander. By far the most important author of this period was *Ludvig Holberg* of Bergen (d. 1754), the poet and historian, whose 'Peder Paars', the 'Subterranean Journey of Nils Klim', and comedies have gained him a European reputation. Among later poets and authors *C. B. Tullin* (d. 1765), *J. H. Vessel* (d. 1785), *C. Fasting* (d. 1791), *E. Storm* (d. 1794), *T. de Stockfleth* (d. 1808), *J. N. Brun* (d. 1816), *J. Zeltitz* (d. 1821), and *C. Frimun* (d. 1829) are noted for the national character and individuality of their writings, which are uninfluenced by the French and German taste then prevalent in Denmark. This national school was partly indebted for its origin to the foundation of the 'Norske Selskab' at Copenhagen in 1772, while the 'Lærde Selskab' of Throndhjem, founded by *Gunnerus*, the naturalist (d. 1773), and *Schøning*, the historian (d. 1780), promoted scientific research. On the whole, notwithstanding the want of good national schools, the Norwegian literature of this period ranks at least as high as the Danish.

#### Union of Sweden and Norway.

After the Peace of Jönköping in 1809 Norway was governed by Prince Frederick of Hessen and afterwards by *Christian Frederick*, cousin of King Frederick and heir to his throne. Christian was a popular prince, and even after the terms of the Peace of Kiel had been adjusted he made an effort to secure the sovereignty of the country for himself. He summoned an assembly of notables to Eidsvold (Feb. 1814), stated the terms of the Peace of Kiel, which had not yet been published, and declared that he would assert his claim in spite of it. The assembly denied the right of the king of Denmark to hand over Norway to Sweden, but also declined to recognise the prince's hereditary claim. They, however, appointed him regent until a national diet should be summoned to consider the state of affairs. The king of Sweden promised the Norwegians a liberal constitution if they would submit to his authority; but his offer met with no response, the country eagerly prepared to

assert its independence, and a temporary government was constituted. On 10th April, 1814, the representatives of the country met at Eidsvold, a constitution framed chiefly by *K. M. Falsen* (d. 1830) was adopted on 17th May, and on the same day *Christian Frederick* was proclaimed king. *Count Wedel-Jarlsberg*, the most far-seeing of the Norwegian statesmen, who had urged a union with Sweden, was overruled on this occasion, but his object was soon afterwards attained. About the end of June ambassadors of the guaranteeing powers, Russia, England, Austria, and Prussia, arrived at Christiania to demand fulfilment of the Peace of Kiel and to recall the regent in the name of the king of Denmark. After fruitless negotiations and the outbreak of a war with Sweden, which was terminated by the Convention of Moss on 14th August, the Swedish regent temporarily recognised the new Norwegian constitution, and Christian summoned a Storthing to meet at Christiania in October, to which he tendered his resignation, and immediately afterwards set sail for Denmark. He afterwards reigned over Denmark as Christian VIII. (1839-48). During the same month the Storthing, though not without reluctance, affirmed the principle of union with Sweden, and several modifications were made in the Eidsvold constitution, and on 4th November **Charles** (XIII. of Sweden) was unanimously proclaimed king. On 10th November the crown-prince Charles John solemnly ratified the constitution at Christiania. With pardonable national pride, however, the Norwegians still observe the 17th of May, 1814, as the true date of their political regeneration.

At first as regent, and after the death of Charles XIII. (1818) as king of Norway (1818-44), *Charles John* or **Charles XIV.** had a difficult task to perform in governing two kingdoms to which a few years previously he had been an entire stranger, and with whose languages he was imperfectly acquainted. The internal affairs of both countries were, moreover, in an abnormally unsettled condition, and their finances were well-nigh ruined, while foreign states looked askance at the *parrenu* king and his almost republican kingdom of Norway. In 1815, however, the legislative authorities of the two kingdoms drew up a formal Act of Union, placing the connection of the countries on a satisfactory basis. By the sale of the island of Guadeloupe to England the king was enabled to pay part of the national debt of Sweden, and he adopted other wise financial measures. Among other serious difficulties was that of calling in the unsecured Danish banknotes still circulating in Norway, a task which occasioned heavy sacrifices, and at the same time a bank was founded at Throndhjem (1816). In 1821 a new burden was imposed by the unlooked for liability of Norway for part of the national debt of Denmark, while the introduction of a new educational system and other reforms was attended with great expense. About this period the king displeased his

democratic Norwegian subjects by opposing their abolition of titles of nobility (1821), by attempts to enlarge the prerogatives of the crown and to obtain for it the absolute right to veto the resolutions of the Storthing (1824), by appointing Swedish governors of Norway, and by yielding to what were considered the unjust demands of England in consequence of a fracas at Bode. On the other hand, by dint of rigid economy, sound administration, and the legalised sale of church property for educational purposes (1821), and owing to good harvests and successful fisheries, the prosperity of the country rapidly improved, while the king's firmness of character and his self-denial in renouncing his civil list for a period of ten years in order to assist in paying the national debt justly gained for him the respect and admiration of his people. From 1836 onwards the highest offices in Norway were filled with Norwegians exclusively, and a new communal code (1837), penal code (1842), and other useful laws were passed. — In Sweden the French revolution of 1830 caused a great sensation and led to a fruitless demand for the abolition of the existing constitution. A conspiracy in favour of Prince Vasa (1832) and several riots in Stockholm (1838) were also unsuccessful. On the other hand the king earned the gratitude of his Swedish subjects by the zeal with which he promoted the construction of new roads and canals, particularly that of the Göta Canal, and furthered the interests of commerce and agriculture, and at the time of his death the internal affairs of both kingdoms rested on a sound and satisfactory constitutional basis.

The administration of his son **Oscar I.** (1844-59) was of a still more liberal and enlightened tendency. This gifted and highly educated monarch thoroughly remodelled the law of succession (1845) and the criminal code (1854) of Sweden, and abolished the monopolies of guilds, but he was unsuccessful in his attempts to procure a reform of the constitution (1845 and 1850-51). On his accession the king rendered himself popular in Norway by presenting it with an appropriate national flag, and he was afterwards a scrupulous observer of the constitution of that country. At the same time the population and wealth of Norway now increased rapidly. His temporary interposition in the German and Danish war regarding Slesvig, which led to the Armistice of Malmö (1848) and afterwards to the occupation of Northern Slesvig by Swedish and Norwegian troops, was regarded with favour in both of his kingdoms, where patriotic Scandinavian views were then in the ascendant.

Oscar's eldest son **Charles** (X.V. of Sweden; 1859-72), a highly popular, though pleasure-loving monarch, who was endowed with considerable artistic and poetical talent, inaugurated the present representative constitution of Sweden in 1865, while in Norway the triennial Storthing was made annual (1869). In both countries

the principle of religious equality was extended, new railways and roads constructed, and other reforms introduced. A threatened conflict between the representatives of the two countries was averted through the king's influence, and to his wisdom was due the neutrality observed during the German and Danish war of 1863 and the Franco-German war of 1870-71, although his subjects warmly sympathised with the Danes in the one case and with the French in the other.

In 1872 Charles was succeeded by his brother, the present king **Oscar II.**, a gifted prince, endowed like his father and elder brother with considerable taste for science, poetry, and music. Materially and intellectually his kingdoms have recently made rapid strides, and though, like many other countries, their progress has of late been somewhat checked by the failure of crops and stagnation of trade, it is hoped that these evils are transient.

In both kingdoms the field of Literature has been most sedulously cultivated during the present century. In SWEDEN there existed an academic and a neutral school, both of which, as for example *Franzén* (d. 1847), were more or less influenced by French taste, while a romantic school with German proclivities, called 'Phosphorists' from their 'Phosphorus' periodical, was represented by *Hammarkjöld* (d. 1827), *Atterbom* (d. 1855), and *Palmblad* (d. 1852). Akin to the latter, but of more realistic and far more national tendency, is the so-called 'Götisk' school, to which belong the eminent historian *E. G. Geijer* (d. 1847), the great poet *Esaias Tegnér* (d. 1846), and the poet, and inventor of the Swedish system of sanitary gymnastics, *P. H. Ling* (d. 1839). An isolated position, on the other hand, is occupied by *K. J. L. Almqvist* (d. 1866), an author of fertile imagination, but pernicious moral tendencies. To the highest class of modern Swedish authors belongs the patriotic Finn, *J. L. Runeberg* (d. 1877), of whose noble and genial poetry 'Faurik Stål's Sägner' afford an admirable example. As popular authoresses, though inferior to some of their above-mentioned contemporaries, we may mention *Frederica Bremer* (d. 1865) and *Emilie Flygare-Carlén*. Pre-eminent among scientific men are *J. J. Berzelius*, the chemist (d. 1848), *E. Fries*, the botanist (d. 1878), *K. A. Agardh*, the botanist and statistician (d. 1859), and *Sven Nilsson*, the venerable zoologist and antiquarian (b. 1787). Among modern historians may be mentioned *A. M. Strinnholm* (d. 1862), *A. Fryxell*, *F. F. Carlson*, *K. G. Malmström*, *C. T. Odhner*, *H. Reuterdal* (church history; d. 1870), and *C. J. Slyter* (legal history); and to this period also belong *B. E. Hildebrand* and *R. Dybeck*, the antiquarians, *J. E. Rietz*, the philologist, and *C. J. Bostrom*, the philosopher. — In NORWAY, whose literature since 1814 has assumed a distinct national individuality, and though written in Danish has adopted a considerable number of words and idioms

peculiar to the country, the poets *H. Wergeland* (d. 1845) and *J. Velhaven* (d. 1873) occupy the foremost rank. Of the still living poets and novelists *Bjørnstjerne Bjørnson*, *H. Ibsen*, and *J. Lie*, the two former in particular have earned a well-merited reputation far beyond the confines of Norway. Of high rank among scientific men are *N. H. Abel*, the mathematician (d. 1829), *C. Hansteen*, the astronomer (d. 1873), and *M. Sars* (d. 1869) and his son *O. Sars*, the naturalists. Eminent historians are *R. Keyser* (d. 1864), *P. A. Munch* (d. 1863), *C. C. A. Lange* (d. 1861), and the still living *O. Rygh*, *E. Sars*, *L. Daae*, and *G. Storm*; distinguished jurists, *A. M. Schweigaard* (d. 1870), *F. Brandt*, and *T. H. Aschehoug*; philologists, *S. Bugge*, *C. R. Unger*, *J. Storm*, and the lexicographer *Ivar Aasen*; meritorious collectors of national traditions, *M. B. Landstad*, *J. Moe*, and particularly *P. C. Asbjørnsen*. *H. Steffens*, the philosopher and poet (d. 1845), and *C. Lassen*, the Sanscrit scholar (d. 1876), were Norwegians who spent the greater part of their lives in Germany.

Lastly, in the province of Art, we may mention the Norwegian painters *Tidemand* (d. 1877) and *Gude* (b. 1825), and the Swedish sculptors *Byström* (1848) and *Fogelberg* (d. 1854), but a glance at the galleries of Stockholm and Christiania will show that the list might easily be extended.

#### Chronological Table.

NORWAY.		SWEDEN.
<i>Ynglingar Line.</i>		<i>Ragnar Lodbrok's Line.</i>
Harald Haarfagre . . . (?)	860-933	
Erik Blodeks . . .	930	
Haakon Adelstensfostre, ‘the Good’ . . . .	935	
Harald Graafeld . . . (?)	961-975	
Haakon Jarl . . . . (?)	975	
Olaf Tryggvessøn . . .	995	Erik ‘VII.’ Sejersæl . . (d.) 995
		Olaf Skætkonung . . . 995
Erik and Svejn, Jarler .	1000	
Olaf Haraldssøn, ‘the Saint’ . . . . .	1015	Anund (Önund) Jakob 1021
Svejn Knutssøn . . .	1030	
Magnus Olafssøn, ‘the Good’ . . . . .	1035	
Harald Sigurdssøn Hard- raade . . . . .	1046	Emund Slemme . . . (?) 1050
		<i>Stenkil's Line.</i>
Olaf Haraldssøn Kyrre .	1066	Stenkil . . . . . (?) 1056
Magnus Olafssøn Barfod	1093	Inge I. Stenkilsson . . 1066
Olaf Magnussøn . . .	1103-16	

NORWAY.		SWEDEN.	
Øystein Magnussen .	1103-22	Philip Hallstensson .	1111-19
Sigurd Jorsalafarer .	1103-30	Inge Hallstensson .	(?)1111-28
<i>Sverker's Line.</i>			
Magnus Sigurdsson		Sverker Kolsson .	1132
Blinde . . . .	1130-35		
Harald Magnussen Gille	1130-36		
Sigurd Haraldsson Mund	1136-55		
Inge Haraldsson Krokryg	1136-61		
Øystein Haraldsson .	-1142		
Haakon Sigurdsson		Erik IX. Jedvardsson,	
Herdebrede . . . .	1157	'the Saint' . . . .	1150
Magnus Erlingsson . .	1161	Karl VII., Sverkersson	1160
Sverre Sigurdsson . .	1177	Knut Eriksson . . . .	1167
Haakon Sverresson . .	1202	Sverker Karlsson . . .	1195
Guttorm Sigurdsson . .	1204		
Inge Baardsson . . . .	1204	Erik X. Knutsson . . .	1210
Haakon Haakonsson, 'the Old' . . . .	1217	Johan Sverkersson . . .	1216
		Erik XI., Eriksson Læspe	1222
<i>Folkungar Line.</i>			
Magnus Haakonsson Lagabæter . . . .	1263	Valdemar Birgersson .	1250
Erik Magnussen . . .	1280	Magnus Ladulås . . . .	1276
Haakon V., Magnussen	1299	Birger Magnusson . . .	1290
Magnus Eriksson, 'Smek'	1319	Magnus Eriksson, 'Smek'	1319
<i>Other Lines, and Administrators.</i>			
Haakon VI., Magnussen	1355	Albert of Mecklenburg .	1363
Olaf Haakonsson, 'the Young' . . . .	1381	<i>SWEDEN WITH DENMARK AND NORWAY.</i>	
Margaret, 'Valdemarsdatter'	1387	Margaret . . . . .	1387
<i>DENMARK AND NORWAY.</i>		<i>SWEDEN.</i>	
Erik of Pomerania . .	1389	Erik XIII. of Pomerania	1396
Christopher of Bavaria .	1442	Karl Knutsson, Administrator . . . . .	1436
Karl Knutsson . . . .	1449	Christopher of Bavaria .	1441
Christian I. . . . .	1450	Karl VIII., Knutsson .	1448
Hans . . . . .	1483	Christian I. . . . .	1457
		Karl VIII., Knutsson .	1464
		Sten Sture, Administrator	1471

NORWAY.		SWEDIN.	
Christian II. . . . .	1513	Svante Nilsson . . . . . 1504	
		Sten Sture the Younger 1512	
		Christian II. . . . . 1520	
<i>The Vasa Line.</i>			
Frederick I. . . . .	1524	Gustavus Vasa . . . . . 1523	
Christian III. . . . .	1537	Erik XIV. . . . . 1560	
Frederick II. . . . .	1559	John III. . . . . 1568	
Christian IV. . . . .	1588	Sigismund . . . . . 1592	
		Charles IX. . . . . 1604	
		Gustavus Adolphus . . . . . 1611	
		Christina . . . . . 1632	
Frederick III. . . . .	1648	<i>Palatinate Line.</i>	
		Charles X. . . . . 1654	
		Charles XI. . . . . 1660	
Christian V. . . . .	1670	Charles XII. . . . . 1697	
Frederick IV. . . . .	1699	Frederick of Hessen . . . . . 1718	
Christian VI. . . . .	1730	<i>Holstein Line.</i>	
Frederick V. . . . .	1746	Adolphus Frederick . . . . . 1751	
Christian VII. . . . .	1766	Gustavus III. . . . . 1771	
		Gustavus IV. . . . . 1792	
Frederick VI. . . . .	1808	Charles XIII. . . . . 1809	
Christian Frederick . .	1814	<i>Bernadotte Family.</i>	
Charles (XIII.) . . . .	1814	Charles XIV. . . . . 1818	
Charles (XIV.) John . .	1818	Oscar I. . . . . 1844	
Oscar I. . . . .	1844	Charles XV. . . . . 1859	
Charles (XV.) . . . .	1859	Oscar II. . . . . 1872	
Oscar II. . . . .	1872		



Vorlesung über die Umgangssprache von KRISTIANIA.

UMGEBUNG VON KRISTIANIA. 380

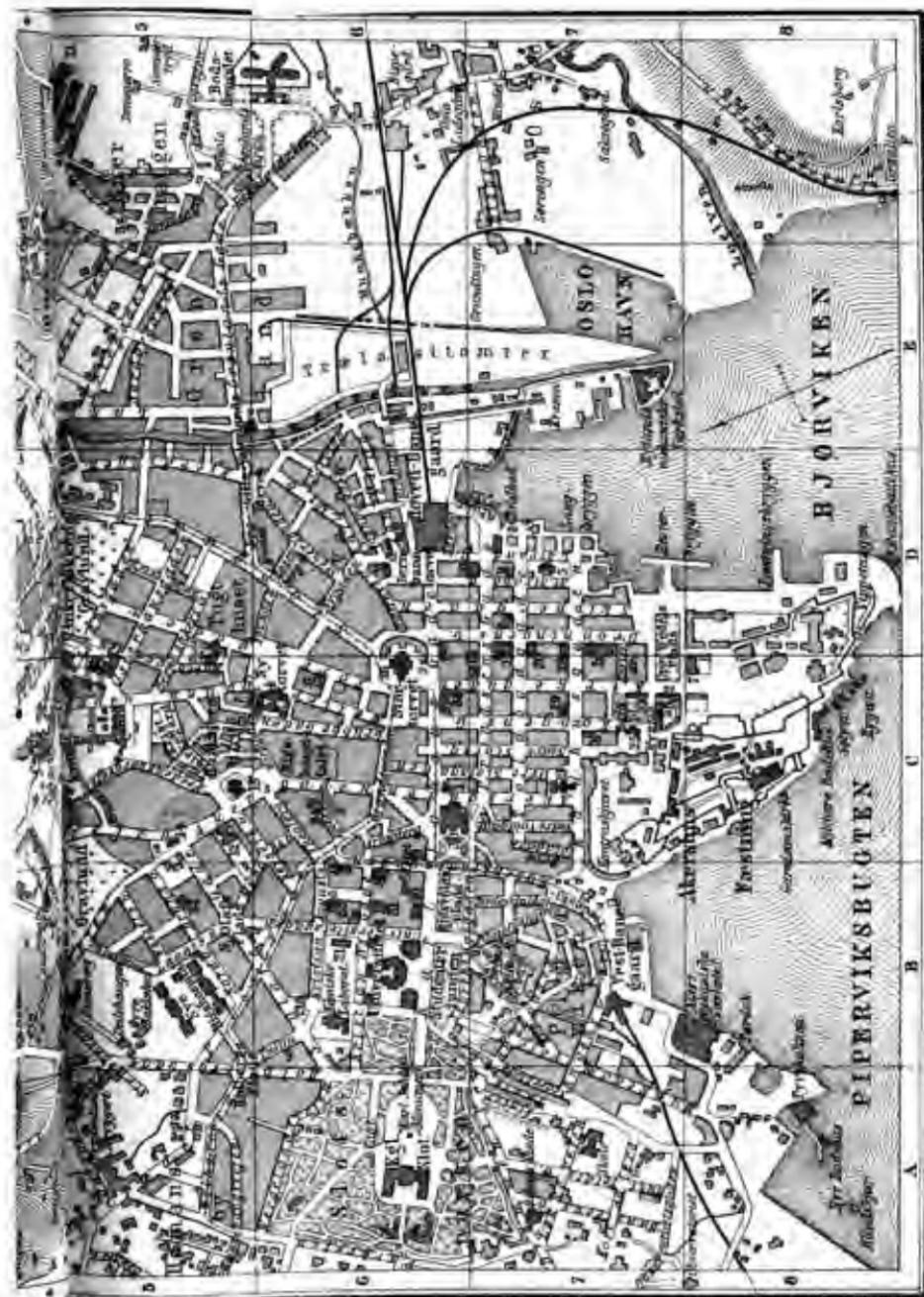
KRISTIANIA.

1:20,000  
1:40,000  
1:60,000  
1:80,000  
1:100,000

LITERATURE 111

- The map illustrates the urban layout of Kristiania (now Oslo) and its suburbs. Key features include:

  - Administrative Units:** Kristiania, Jomfruland, Lade, Bærum, and Bærum.
  - Geographical Labels:** Oslofjord, Akerselva, Bærumsviken, Maridalsvannet, Maridalen, Ladevatnet, Lade, Skarpsundet, Sandvika, Frognerseteren, Majorstuen, Ullern, Frogner, Sinsen, Montebello, Ekeberg, Sørenga, Grorud, Bærum, and Bærum.
  - Legend:** A legend on the right side lists numbered locations with corresponding codes:
    1. Administrasjon
    2. Arbeids- og Delsverv
    3. Brumunddal
    4. Bydelen Bærum
    5. Bærum
    6. Fredrikstadpræstesæde
    7. Fredrikstadbyggen
    8. Hovedbygningen
    9. Kristiania bygning
    10. Kristiania bygning
    11. Kristiania bygning
    12. Kristiania bygning
    13. Kristiania bygning
    14. Kristiania bygning
    15. Fredrikstadpræstesæde
    16. Fredrikstadpræstesæde
    17. Kristiania bygning
    18. Kristiania bygning
    19. Kristiania bygning
    20. Kristiania bygning
    21. Kristiania bygning
    22. Kristiania bygning
    23. Kristiania bygning
    24. Kristiania bygning
    25. Kristiania bygning
    26. Kristiania bygning
    27. Kristiania bygning
    28. Kristiania bygning
    29. Kristiania bygning
    30. Kristiania bygning
    31. Kristiania bygning
    32. Kristiania bygning
    33. Kristiania bygning





## 1. Christiania and Environs.

**Arrival.** The large steamers from London, Hull, Hamburg, etc. usually land their passengers at the Toldbodbrygge or the Jernbanebrygge, the two principal quays near the Custom House (Pl. D, E, 7). Porterage from the steamer, on board of which luggage is slightly examined, to the quay: 30 ø. for 60lbs. or under, 40 ø. for 60-140lbs., and as much more from the quay to one of the principal hotels. Cab with one horse from the quay to one of the hotels 40, 60, 80 ø., or 1 kr. for 1, 2, 3, or 4 persons respectively, with 50lbs. of luggage free; with two horses 80 ø., 1 kr., or 1 kr. 20 ø. for 1-2, 3, or 4 persons, with 100lbs. of luggage free. At night (11 p.m. to 8 a.m.) the fares are 80 ø., 1 kr., 1 kr. 20, or 1 kr. 40, and 1 kr. 20, 1 kr. 50, or 1 kr. 80 ø. respectively. To prevent disputes, a party of 3-4 persons, with heavy luggage, will find it preferable to engage one vehicle for themselves and another for their boxes. — Travellers by railway from Sweden arrive at the Østbanegaard (Pl. D, 6), where luggage is slightly examined, and from Drammen at the Vestbanegaard (Pl. B, 7). Porterage and cabs thence to the hotels, see above.

**Hotels.** \*GRAND HOTEL (Pl. B, C, 6), Karl-Johans-Gade, pleasantly situated, at the E. end of the Eidsvolds-Plads; VICTORIA (Pl. h: C, D, 7), at the corner of the Raadhus-Gade and Dronningens-Gade, a large, old-established house; \*HÔTEL SKANDINAVIE (Pl. f: C, D, 6), at the corner of the Karl-Johans-Gade and the Dronningens-Gade, very central; BRITANNIA (Pl. a: D, 7), at the corner of the Toldbod-Gade and Store Strand-Gade, smaller, the nearest to the quay. Charges at these about the same: R. from 2, B. 1-2, D. 3-3½, L. and A. 1 kr. — \*ROYAL HOTEL (Pl. e: D, 6), conveniently situated in the Jernbane-Torv, moderate; ANGLETERRE (Pl. b: C, 7), at the corner of the Raadhus-Gade and the Kongens-Gade; STOCKHOLM (Pl. g: D, 6), opposite the Østbanegaard; KONG KARL (Pl. d: D, 6), Jernbane-Torv; KONG OSCAR, near the Vestbanegaard. Charges at these: R. 1½, B. 1, D. 2-2½ kr.

**Restaurants** at the hotels; Christoffersen, corner of Bankplads and Kirke-Gade; another at the Tivoli (see below). — **Cafés.** Baumann, Kongens Gade 8; Café Central, Stortings-Plads 7; Günther, Kirke-Gade 16.

**Cabs.** (The proprietors are called 'Vognmænd'). Per drive within the town, with one horse, 40, 60, 80 ø., or 1 kr. for 1, 2, 3, or 4 persons; with two horses 80 ø., 1 kr., 1 kr. 20 ø. for 1-2, 3, or 4 persons. At night (11 p.m. to 8 a.m. from 1st May to 30th Sept.; 10 p.m. to 9 a.m. during the rest of the year), the fares are higher (see above). Half-fare is charged for the return-drive to the passenger's starting-point. To Oscarshall and back, with one horse 5-6, with two horses 8 kr.; to Frognerstæder and back, with one horse (1-2 persons) 10, with two horses 14 kr. — By time, within the town and immediate environs: with one horse, 1 kr. 20, 1 kr. 50, 1 kr. 80, or 2 kr. 10 ø. for 1, 2, 3, or 4 persons per hour; with two horses, 2 kr., 2 kr. 50 ø., or 3 kr. per hour. — The posting-station ('Skydsstation') is kept by A. Hansen, Møllergade.

**Tramway.** From the Stortorv, or principal market-place adjoining Vor Frelsers Kirke, to the Vestbanegaard (W.), Homansby (N.W.), Grüner-lakken (N.E.), and Oslo (S.E.), every 5 or 10 min. from about 8 a.m. to 10 p.m. on week-days, and from about noon to 10 p.m. on Sundays. Fare for each of these trips 10 ø. — As there are no conductors, each passenger drops his fare into an ingenious box placed near the driver. The coins fall on a slide where they are seen through a pane of glass by the driver, who then tilts them into the box below. The drivers give change, but have no access to the money-box. This system, the success of which

depends to some extent on the honesty of the passengers, works well where the traffic is inconsiderable. It is used at Stockholm also.

**Porterage.** From the stations or quays to any part of the town 30 ø. for luggage under 60 lbs., and 40 ø. for 60-140 lbs. — *Bybud*, or commissaires, may also be employed at a moderate tariff.

**Post and Telegraph Offices**, at the corner of the Kirke-Gade and Karl-Johans-Gade (Pl. C, 6). Post-Office (Pl. 27) open from 8 a.m. to 7.30 p.m.; Sundays 8-10 a.m. and 5-8 p.m. — *Telegraph Office* (Pl. 32), open daily from 7 a.m. to 9 p.m.; open at night also for foreign telegrams.

**Banks** (open 10-2). *Norske Credit-Bank*, at the corner of the Kirke-Gade and Prindsens-Gade; *Christiania Credit-Kasse*, Torvet, W. side; *Norges Bank*, Bank-Plads; at any of which circular notes may be changed.

**Consulates.** American: Prindsens-Gade; *Mr. Gerhard Gade*, consul; *Mr. C. E. R. Christophersen*, vice. British: Skipper-Gade 28; *Capt. H. M. Jones*, consul general; *Mr. Septimus Crowe*, vice.

**Railway Stations.** *Østbanegaard*, or *Hovedbanegaard* (Pl. D, 6), on the E. side of the Karl-Johans-Gade, for Eidsvold (Throndhjem), Kongsvinger, Sweden, and Frederikshald. *Vestbanegaard* (Pl. B, 7), on the Pipervik, on the W. side of the town, for Drammen, Randsfjord, Krøderen, and Kongsberg.

**Shops.** Booksellers: *Cammermeyer*, Karl-Johans-Gade 4 (publisher of 'Norges Communicationer', p. vi); *Dybwald*, adjacent, No. 2; *Aschenhoug*, in the same street, near the Øvre Slots-Gade (publisher of a good map of Christiania and Environs); *J. W. Cappelein*, Kirke-Gade, publisher of the best maps of Norway; *Grendal*, corner of the Øvre Slots-Gade and the Toldbod-Gade (depôt of the Bible Society, and for official and statistical publications). — Jewellers (noted for filigree work): *Thune*, Karl-Johans-Gade, S. side, near the Øvre Slots-Gade; *Tostrup*, Kirke-Gade 20; *D. Andersen*, opposite, Kirke-Gade 19, cheaper. — Antiquities: *Gram*, Torvet 11b. — Bazaar (Travelling Requisites): *Vollmann*, Kongens-Gade 22; *W. Schmidt*, agent of the Turist-Forening, Kirke-Gade 21. — Stationery, Photographs, etc.: *Olsen*, Karl-Johans-Gade, near the Hôtel Skandinavie; *R. Andvord*, No. 3, and *A. Paulsen*, No. 16, in the same street. — Preserved meats, etc.: *E. Lexow & Co.*, Toldbod-Gade 8; *C. J. Christophersen & Co.*, under the Hôtel Skandinavie; *Bergwitz*, Øvre Slots-Gade. — Shoemaker: *Solberg*, Karl-Johans-Gade, near the Skandinavie. — Travelling requisites of all kinds may also be purchased of *Mr. T. Bennet*, Store Strand-Gade 17.

**Turist-Forening** (see Indrod. iv.). Secretary, *Mr. N. G. Diedrichson*, Armee-Commando, Christiania.

**Newspapers** at the principal hotels, and at the *Athenæum* (p. 6), Akers-gaden, at the back of the Storthings Building, a reading-club to which travellers are admitted for a fortnight when introduced by a member.

**Baths.** *Badeanstalt* (Pl. C, D, 5), Torv-Gaden, a large building on the N.W. side of the street, with hot (50 ø.), cold, and shower (30 ø.) baths for both sexes. Vapour and other baths at the *Rigshospital* (Pl. C, 6). — Baths in the Fjord: *Hygæa* (20 ø.) and *Sølyst* (15 ø.), for swimmers. Also a *Badehus for Damer*. These three establishments are situated at the S. extremity of the town, near the fortress. The water is almost entirely fresh. The rise and fall of the tide averages 1-2 ft. only.

**Theatres.** *Kristiania-Theater* (Pl. 33), at the S. end of the Kirke-Gade. Performances usually four times weekly, except in summer. Boxes 2½ kr., pit 1 kr. 60 ø. — *Møllergadens-Theater*, in the street of that name, No. 3. — At the *Tivoli* (formerly *Klingenberg*; with a restaurant), in the Eidsvolds Plads, nearly opposite the University, concerts and theatrical performances take place daily; admission 1 kr. — *Military Music* in the fortress at 1 o'clock daily, and generally in front of the Storthings Building at 12.30 also. A band also plays frequently on summer evenings in the Studenterlunden, the promenades opposite the University (p. 8).

**Steamers** to *London*, on Thursdays; to *Hull* on Fridays; to *Gothenburg* three or four times, and to *Copenhagen* twice weekly; to *Christiansand* daily; to *Bergen* five times weekly; to *Throndhjem* four times weekly; to *Tromsø* twice weekly; to *Hammerfest* once weekly; to the *North Cape* and *Vadsø* once weekly via *Christiansand*, where passengers disembark and wait for the steamer from *Hamburg*, which usually touches

at Christiansand, on its northward voyage, on Mondays. All these vessels start from the Toldbodbrygge or the Jernbanebrygge, near the Østbane-gaard. — Small steamers ply from the Jernbanebrygge (and sometimes from the Pipervik) to *Ormsund*, the *Malmø*, and other islands in the Bunefjord, and also to *Frederiksborg* on the Ladegaardsø, once or oftener daily, affording pleasant excursions. — For these, besides a number of other steamers to places on the fjord, Drammen, etc., see 'Norges Communication'.

**Small Boats** may be hired of the 'Færgemænd' on the Pipervik and at the Baadforening by the fortress for 1 kr. 20 ø. per hour. An excursion may be made by boat to the *Hovedø*, with its scanty monastery ruins, to visit which (strictly speaking) permission from the commandant of the fortress is required (p. 11).

**English Church Service** in the *Festsal* of the University, S.E. wing. Resident chaplain (Rev. Austin West).

**Principal Attractions.** View from *St. Hanshaugen*, about  $\frac{1}{8}$  M. to the N. of the Storthings Building (see p. 8). Walk or drive from the Østbanegaard across the Jernbane-Torg, and through the Karl-Johans-Gade, passing the *Storthings Building* on the left and the *University* on the right, to the *Slot*, or Palace (see pp. 5-9). Excursion to *Oscarshall* (p. 10).

**Christiania**, the capital of Norway, with 113,000 inhab. (almost exclusively Protestants), beautifully situated at the N. end of the *Christiania Fjord* and on the W. bank of the small *Akers-Elv*, in  $59^{\circ} 54'$  N. lat. and  $10^{\circ} 50'$  E. long., was founded by Christian IV. in 1624 on the plain to the N. of the fortress of *Akershus*, and named after him, being intended as a substitute for the older town of *Oslo*, on the E. bank of the stream, which had been almost entirely burned down in that year. Oslo, founded by Harald Hardraade about the year 1058, afterwards became a dépôt of the Hanseatic League and the capital of Norway, but was burned down by its inhabitants in 1567 to prevent its falling into the hands of Swedish besiegers, and was again destroyed in 1624. It once possessed a richly endowed cathedral, dedicated to St. Halvard, where several of the Norwegian kings were interred, and where James I. of England married Anne of Denmark in 1589. Christiania is the seat of government and of the supreme court of Norway, and the headquarters of the Storthing or parliament. It also boasts of a University, containing several scientific collections, a National Picture Gallery, an Observatory, a Royal Palace, and a number of charitable and other institutions. The chief exports are timber, fish, beer, and various manufactured goods, and the imports wheat, wine, etc., the former being valued at about 12, and the latter at 27 million kroner per annum. The town now possesses about 190 vessels, of an aggregate burden of 55,000 tons, ten of which are steamers, of an aggregate burden of about 1600 tons. In the neighbourhood are several considerable engine-works, breweries, cotton-mills, and paper-manufactories, most of which lie on the *Akers-Elv*.

Owing to its comparatively recent origin, as well as to destructive fires by which it was visited in 1686, 1708, and 1858, Christiania now presents a substantial modern appearance, most of the old timber-built houses having disappeared. Beyond the beauty of the situation at the foot of gently sloping, grassy, and pine-clad hills,

with the picturesque fjord stretching into the distance, studded with islands, and enlivened with occasional steamboats and sailing vessels, the town offers few inducements for a prolonged stay. Our walk or drive through the principal streets includes the chief points of interest, all of which may be visited in half-a-day, if the traveller is pressed for time. A couple of hours should also, if possible, be devoted to the excursion to Oscarshall (p. 10).

Starting from the *Toldbodbrygge*, or Custom House Quay (Pl. D, 7), situated on the *Bjørvik*, the bay which bounds the town on the S.E., and proceeding to the N., we come in 4 min. to the *Østbanegaard*, or Eastern Railway Station (Pl. D 6), which is also known as the *Hoved-Banegaard* ('principal railway-station'), the terminus of the lines to Eidsvold, Sweden, and Frederikshald (*Smaalens-Bane*), a handsome building erected by Schirmer and v. Hanno in 1854. On the N. side of the adjoining *Jernbane-Torv* is the Royal Hotel (p. 1). Leaving the railway-station, we cross the market-place to the W. and ascend the *Karl-Johans-Gade*, the most important street in the town. On the left (2 min.), at the corner of the *Dronningens-Gade*, is the *Hôtel Skandinavie* (p. 1), opposite to which is a handsome building containing the *Brandvagt* (Pl. 3 : C, 6), or fire-station, and the *Basarer* ('bazaars'), occupied by butchers, poulters, etc. Adjoining the *Hôtel Skandinavie*, in the *Karl-Johans-Gade*, is the small picture-gallery of the *Kunstforening* ('art-union'; cross the court-yard and ascend the staircase to the 2nd floor; admission daily, 12-2, except Sat. and Sund., 20 ø.), where a number of creditable specimens of modern Norwegian art are always on view. On the right, a few paces farther on, and adjoining the *Brandvagt*, lies the *STOR-TORV* (Pl. C, 6; 'great market'), usually known simply as *Torvet* ('the market'). On the E. side of the market-place rises —

**Vor-Frelsers-Kirke** (Pl. 16), or *Church of Our Saviour*, a large cruciform edifice with a conspicuous tower, consecrated in 1697, and restored by Châteauneuf in 1849-56. The altar-piece, representing Christ in Gethsemane, is by the German artist *E. Steinle*, and the marble font by *Fladager*. Fine view from the dwelling of the fire-watchman in the tower. The *Torv-Gade* leads hence to the N., passing on the left the *Dampkjøkken* ('steam kitchen'), a large establishment for the benefit of the poorer classes, where about 2000 persons are daily provided with dinners for 25-45 ø. each. Some of the customers carry away their food, while others dine at large marble tables provided for the purpose. A few paces farther on in the same direction is the *Nytorv* ('new market'), on the left (W.) side of which rise the *Byret* ('municipal court') and the *Politikammer* (Pl. 4), or police-office. Beyond this market-place, on the left side of the same street, is situated the *Badeanstalt* (Pl. D, 5 ; p. 2), a handsome building, suitably fitted up. (The entrance to the ladies' baths is at the back.) The Akers-

Gade, leading to St. Hanshaugen (p. 8), is only 3 min. walk from this point. The Torv-Gade then leads to the N., past *Anker-lekkens-Gravlund*, to the *Akerselv*, which forms several waterfalls higher up. Adjoining the falls are numerous manufactories, some of which are of considerable size. On the E. bank of the river lies the well-built suburb of *Grüner Løkken*, with the *Olaf Rye's Plads*. — We retrace our steps to the Karl-Johans-Gade, cross it, passing the —

**Post Office** (Pl. 27) at the corner of that street and the Kirke-Gade, and follow the latter. After 3 min. we cross the Raadhus-Gade, in which the Victoria and Angleterre hotels (p. 1) are situated, and a little farther on reach the **Theatre** (Pl. 33), erected in 1637, opposite to which, on the W. side of the *Bank-Plads*, is situated **Norges Bank** (Pl. 25). To the E. is Grev-Wedels-Plads, with pleasure-grounds, adjoining which is the *Freemasons' Lodge*. A little to the S. of the Bank, we next reach the fortress of —

**Akershus**, or *Agershus* (Pl. C, 8), situated on the E. bank of the *Pipervik*. The date of its foundation is unknown, but it is mentioned as having been besieged by Duke Erik of Sweden in 1310. In 1355-80 the works were extended by Haakon VI., and they were farther strengthened in the 16th-18th centuries, but have since been partially levelled, and are now of no military importance. The castle was besieged unsuccessfully by Christian II. in 1531-32, and by the Swedes in 1567 and 1716. Charles XII., who conducted the siege on the latter occasion, was signally defeated a few months later near Frederikshald by *Tordenskjold* (d. 1720), the famous Norwegian naval hero, a native of Thronhjem (p. 196). The fortress itself now contains nothing noteworthy, but those who have leisure may visit the *Rustkammer*, or armoury, on applying at the office of the *Felttøimester* ('master of the ordnance', in the '*Artillerigård*'), where permission to visit the monastery ruins on the *Hovedø* (p. 11) is also granted. Adjoining the ramparts, which have been converted into pleasant promenades, affording beautiful views, are the *Bath-houses* (Pl. C, D, 8) mentioned on p. 2, that for ladies being at the extremity of the promontory between the *Pipervik* and the *Bjørvik*.

Retracing our steps to the *Bank-Plads* and the *Raadhus-Gade*, we turn to the left and soon reach the *Johanskirke* (Pl. 13), built of yellow brick ('Flensburger Sten'), and completed in 1878, containing a good altar-piece by *Eilif Pedersen*. The *Raadhus-Gade* now descends to the W. to the *Pipervik*, where we observe opposite to us the handsome *Vestbanegaard*, and obtain a fine view of the fjord, with the rocks of Akershus rising on the left. We next proceed to the N. by the *Tordenskjolds-Gade* to the \**Eidsvoldsplass*, a fine square, planted with trees, on the E. (right) side of which rises the —

\***Storthings-Bygning** (Pl. 30: C, 6), or assembly-hall of the

Norwegian Parliament, a handsome edifice, half Romanesque, half Byzantine, designed by *Langlet*, and completed in 1866. The façade, flanked with two lions in granite by *Borck*, overlooks the Plads, and the N. side adjoins the Karl-Johans-Gade. The *Interior* (shown by the 'Vagtmester' or custodian, who is to be found at the entrance from the Storthings-Gade, on the S. side of the building, fee  $\frac{1}{2}$ -1 kr.), which is handsomely fitted up, comprises the *Storthings-Sal*, with accommodation for about 150 deputies and an audience of 300 persons, and the smaller *Lagthings-Sal*, with seats for about 40 members and 130 visitors, besides which there are several committee-rooms, a library, secretary's office, archives room, and other apartments. Prior to 1866 the Storthing met in the *Departements-Guard*, in the Dronningens-Gade, which is now occupied by various government offices. The Storthing sits annually in February and March, but not longer without permission from the king, to whom also belongs the prerogative of summoning it to meet at other times if necessary. The usual summer-session, held by royal permission, lasts till the middle of June.

In the adjacent Storthings-Plads (No. 7), to the N., is the *Kunst-industri-Museum* (Pl. 21; Sund. 3-5, Mond. 7-9, Wed. 12-2, 20 ø.; Sat. 7-9, gratis), containing interesting specimens of Norwegian workmanship of various kinds. In the Akers-Gade, at the back of the Storthings-Hus, is the *Athenaeum* (Pl. 1; see p. 2), the finest modern building in the town. — Crossing the Karl-Johans-Gade, and continuing to follow the Akers-Gade towards the N., we soon reach the *Apotheker-Gade*, on the left, on the right side of which, a few paces from the Akers-Gade, is the —

**National Gallery** (Pl. 24; open to the public Sund. and Thurs., 12-2; at other times apply to the 'Vagtmester' on the ground-floor, fee  $\frac{1}{2}$ -1 kr.), founded in 1837, and supported by an annual subsidy of 10,360 kr. from government. It contains 261 pictures of various schools, and 122 sculptures and casts, arranged in six rooms.

Turning to the left at the top of the staircase, we first enter —  
I. ROOM. *Norwegian School*. Beginning on the left: *J. C. Dahl* (d. 1857), 205. Laurvik by moonlight, 206. The Haugfjord; *T. Fearnley* (d. 1845), 209. The Labrofoss, 210. Glaciers in Bavaria.

II. ROOM. 1st Division: without a number, *A. Tidemand* (d. 1876). Sick man attended by a clergyman; above it, 207. *J. C. Dahl*, Winter scene on the Elbe. — 2nd Div.: 236. *K. Baade* (b. 1803). Norwegian coast scene by moonlight; 208. *J. C. Dahl*, View from Øresund by moonlight; 250. *P. N. Arbo* (b. 1831). 'Asgaardsreien' (from Welhaven's famous poem).

III. (LARGE) ROOM. Left: 1st Div.: *A. Tidemand*, 214. A solitary couple, "213. A 'Haugianer' preaching in a Norwegian cottage. — 2nd Div.: 235. *K. Bergstien* (b. 1827), Portrait of his father; *H. Gude* (b. 1825), 254. Approach to Christiania; 216. Norwegian landscape; 221. *H. A. Cappelen* (d. 1853), Forest-scene in Thelmarken; in the centre, 251. *P. N. Arbo*, Walkyries, the battle-maidens of Scandinavian mythology, a bold and ambitious work; 224. *Bodom* (d. 1879). Scene from Nordmarken, very characteristic of Norwegian scenery; without a number, *A. Askevold*, Summer day by a mountain-tarn; 256. *V. St. Lærche*, Tithe day in a Dominican monastery. — 3rd Div.: *Swedish School*: 260. *Prof. Berg*, Cattle in a birch forest; 200. *F. Fagerlin* (b. 1825), Discomforts of celibacy; above it, 198.

*Amalie Lindegren* (b. 1814), Old man and two children; 199. *B. Nordenberg* (b. 1822), Administration of the Sacrament.

IV. Room. 1st Div.: *Danish School*. Right: 191. *N. Simonsen*, Caravan overtaken by a storm in the desert. *German School*: Unknown masters, 247. *Tycho Brahe* (?); 135. Female head; 146. Scholar with his hand on a skull; 238. Two children playing with a candle. — 2nd Div.: 134. *B. Denner*, Portrait of himself; 136. *Chr. Seibold*, Portrait of a peasant in a fur cloak; 172. *C. Sohn*, Young man playing the guitar to two ladies; 127, 128. *Beham*, Portraits; 165. *C. Hübner*, German emigrants paying a farewell visit to the graves of their relations; 170. *C. F. Lessing*, Landscape. — 3rd Div.: 163. *A. Achenbach*, Coast-scene at Scheveningen; 167. *A. Leu*, Norwegian landscape with waterfall resembling the Rjukanfos. Then several unimportant French works. — *Netherlandish Schools*: 53. *Bauch*, Prince Maurice of Nassau; 23. Unknown, Portrait of an officer; 244. *G. Lunders*, Portraits of a Dutchman and his wife; 103. *J. van Ravenstein*, Portrait of a Dutchwoman; \*74. *M. J. Miereveld*, Portrait of a man. — 4th Div.: 87. *F. van Mieris*, Portrait of a man with landscape; 67, *I. I. Spreuw*, Schoolmaster mending a pen; 120, 119. *J. Toorenvliet*, Jewish scholars searching the Scriptures; 60. *M. Hondekoeter*, Poultry and fruit, with a cat and dog; 77. *D. de Heem*, Wine, oysters, and fruit. — 5th Div.: 44. *J. Jordaeus*, Study of a head; 72. *A. Bloemaert*, St. Ambrose in a grotto; 123. *Hellenmanns*, Forest-scene, with accessories by *J. Verboeckhoven*; 122. *J. Fyt*, Conflict between dogs and wolves; 21. *P. Claeis*, Portrait of himself.

V. Room. 1st Div.: right, 49, 50. *P. van Bloemen*, Cavalry skirmish, Cattle escorted by armed horsemen; 38. *C. Molender*, Dutch winter-landscape; 45. *I. Moucheron*, Landscape with a robber-scene. — 2nd Div.: *Italian School*: 15. After *Raphael*, Princess Joanna of Arragon; 1. *B. Luini* (after Leonardo), Mona Lisa, a copy of the famous picture in the Louvre; 7. *B. Strozzi*, The tribute-money; 4. *Tintoretto*, Massacre of the Innocents; 14. *Caravaggio*, Study of a head; 2. *Bassano*, Adoration of the shepherds.

VI. Room: Sculpture, chiefly reliefs by Thorvaldsen and copies from the antique. Nos. 3, 4 are copies, and 96, 97, 98 original works by *H. Michelsen* (d. 1859), one of the best Norwegian sculptors; *Hansen* (d. 1858) and *Borck* (b. 1817), two other native sculptors, are represented by Nos. 105, 106, and 108, 109 respectively. Nos. 113, 116 are portrait-busts of the eminent painters *J. C. Dahl* and *A. Tidemand*.

Returning to the Akers-Gade, and following it to the N., we next reach the **Trefoldigheds-Kirke** (Pl. 15: C, 5, 6), or *Church of the Trinity*, on the right, a Gothic edifice, designed by *Châteauneuf*, and erected in 1853-58. The interior forms a handsome octagon. It contains an altar-piece (Baptism of Christ) by *Tidemand* and a font with an angel by *Middelthun*. A few paces beyond it is the Roman Catholic *St. Olafs-Kirke* (Pl. 14), erected in 1853, with a school at the back, where the road divides. The *Akersvei*, to the right, leads past the E. side of *Vor Frelsers Cemetery* in 6 min. to the **Gamle Akers Kirke** (Pl. B, 4), the oldest church in Christiania, which was founded in the 11th cent., and restored in the original style by *Schirmer* and *v. Hanno* in 1861 (interior uninteresting). The *Ulevoldsvei*, to the left of St. Olafs-Kirke, leads past the W. side of **\*Vor-Frelsers-Gravlund**, a well-shaded cemetery, embellished with flower-beds, and provided with numerous benches for the use of mourners. The N. part forms a pleasant park, and commands fine views. On an eminence near the entrance is the monument of *Henrik Wergeland* (d. 1845), the most famous of Norwegian poets, erected by 'grateful Jews' in recognition of his

successful efforts in obtaining liberty for them to settle in Norway. In 5 min. more we reach \*St. Hanshaugen ('St. John's Hill'; Pl. A, 3, 4; cab from the Stor-Torv 40 ø. and upwards, and half-fare returning, see p. 1), an eminence about 150 ft. above the sea-level, on the summit of which there is a reservoir belonging to the city waterworks. This point commands an excellent survey of the town, the fjord and islands beyond it, the Egeberg (p. 11) to the left, Oscarshall (p. 10) to the right, and Frogneræter on the hill to the N.W. (see p. 11). The view is rather more extensive from the building at the N. end of the reservoir, but permission to enter it must be obtained at the waterworks-office in the town. The attendant names the chief points, and lends a telescope (fee 40 ø. or upwards). We now return by the same route, or by the St. Olafs-Plads, to the W. of the church of that name, to the Karl-Johans-Gade, where we next visit the —

**University** (Pl. B, 6), a handsome edifice in the classical style, with two wings at right angles to it. The establishment was founded by Frederick VI. in 1811, but as the various lecture-rooms were scattered throughout the town, the present building was erected in 1841-53 by *Grosch*, whose design was partly suggested by Schinkel of Berlin. There are five faculties with a staff of 46 professors, who lecture gratis to upwards of 1000 students. In front of the building extends that part of the Eidsvolds-Plads known as *Studenterlunden*, and at the back is a pleasant, shady garden. The E. wing, containing the *Festsal* (English service, p. 3), is known as the *Domus Academica*, and the W. wing is occupied by the *Library*, consisting of 250,000 vols., and reading-room (open the first five days of the week, 12-2).

The University possesses several *Collections* of considerable value, which may be visited if time permits.

**COLLECTION OF NORTHERN ANTIQUITIES** (in the E. wing, Mon. and Frid. 12-2). Ascending the staircase, we turn to the left and follow a passage leading to the Cabinet of Coins (see below) and the Antiquities. The latter are arranged in seven rooms. *Room I.* (that farthest to the right): relics of the flint and bronze ages. *Rooms II., III., and IV.* are devoted to the earlier and later parts of the iron period. *Room V.* contains mediæval relics (A.D. 1000-1500), the chief of which have their names and dates attached. Among them are three Church-portals carved in wood, dating from the 12th-13th centuries. *Room VI.* contains several other interesting doorposts and portals of the same period. *Room VII.* is occupied with curiosities of later date than 1500, including tankards in wood and metal, bridal crowns, trinkets, firearms, and tools. — The —

**CABINET OF COINS** (E. wing, adjoining the Antiquities; Mon. and Frid., 1-2) is a valuable collection, numbering 40,000 specimens. — The —

**ZOOLOGICAL MUSEUM** (central building, Sun., Mon., Frid., 12-2) is reached by ascending the staircase, turning to the left, and entering the last door on the left. In the *1st (Reading) Room*, birds, etc.; in the *2nd R.* is a well-arranged zoological collection; in the *3rd R.*, fish and reptiles. — We now pass a staircase on the left descending to the Zootomic Museum (see below), and enter the *4th and 5th Rooms*, which contain an extensive and valuable collection of birds. — The staircase above mentioned descends to the —

**ZOOTOMIC MUSEUM** (central building; Mon. and Frid., 12-2), a care-

fully arranged collection of skeletons and anatomical preparations. The adjoining *Anthropological Collection* is generally closed.

The BOTANICAL MUSEUM (central building; passage to the right at the top of the staircase; Mon., 12-2) and the adjacent MINERAL CABINET (Frid., 12-1) will interest scientific travellers only.

ETHNOGRAPHICAL MUSEUM (central building, reached by a staircase in the N.W. corner, from the garden at the back; Mon. and Frid., 1-2). *1st Room:* Scandinavian costumes, furniture, and implements. *2nd R.:* Laplander's tent, reindeer, and pulp. Another staircase now ascends to a series of small rooms containing articles of dress, implements, utensils, armour, weapons, manufactures, etc. from other parts of the world.

*COLLECTIONS OF MODELS* (central building; Mond., 12-1), uninteresting.

The *Anatomical, Pathological, and Pharmacological Museums* and the collections of *Physical, Surgical, and Obstetrical Instruments* (all in the central building) are shown on application to the medical authorities.

Connected with the University —

*COLLECTION OF CHEMICAL PREPARATIONS* (in the adjacent *Laboratory*, in the Frederiks-Gade; Mond., 12-1).

METALLURGIC LABORATORY (in the Laboratory just mentioned; daily, 9-2).

OBSERVATORY (Pl. A, 8), Drammens-Vei, about  $\frac{1}{2}$  M. to the W. of the University (shown on application).

BOTANIC GARDEN (Pl. E, F, 4), with its library,  $\frac{3}{4}$  M. to the N.E. of the Stortorv, and reached by the Stor-Gade and the Throndhjems Vei (open daily).

On days when the above collections are not open to the public, visitors may usually obtain access to them by applying to one of the professors.

If the traveller's time is limited, he will content himself with seeing the outside of the University, and will hasten thence to obtain a glimpse at the **Palace**, or *Slot* (Pl. A, 6), a large, plain edifice with a classical portico in the centre, finely situated on an eminence in the beautiful \**Slotspark*, at the W. extremity of the town. It was erected in 1822-48 as a royal residence at the comparatively small cost of about 22,700*l.*, while the grounds in which it stands cost about 10,700*l.* more, these sums having been voted by the Storthing for the purpose. The *Interior* is shown by the 'Vagtmeester', or custodian, who lives on the sunk floor of the S. wing (fee  $\frac{1}{2}$ -1 kr.). The *Festsal* is a handsome and lofty hall, adorned with Corinthian columns; the large *Dining-room* is decorated in the Pompeian style; the walls of the *Throne Room*, *Coursal* or drawing-room, and *Audience Chamber* are adorned with landscapes by *Flinto*. The *Billiard Room* contains two pictures by *Tidemand*, and another of his works adorns one of the Queen's Apartments. The roof commands an admirable \* *View* of the town and environs. — In front of the palace rises an \**Equestrian Statue of Charles XIV.* (Bernadotte), by *Brynjulf Bergslien*, inscribed with the king's motto 'The people's love is my reward'.

Christiania also possesses a number of educational, charitable, and other institutions, which may be visited if time permits. Among these may be mentioned the *Kongelige Tegneskole*, a School of Design, with which the National Gallery (p. 6) is connected. It was founded in 1818, and is supported by subsidies of 16,000 kr. from government and 4800 kr. from the municipality. *Deichmann's Library*, Dronningens-Gade 11, founded in 1780, and consisting of

13,000 vols., is open to the public on Mondays and Saturdays, 6-8 p.m., and on Wednesdays, 1-3. In the grounds of the *Old Palace*, Lille Strand-Gade, is the *Palaisshavens Pavillon*, containing a collection of *Engravings and Drawings*, 5000 in number, founded in 1877, and open to the public on Sundays, Wednesdays, and Saturdays, 12-2. There are also several very useful and meritorious scientific, literary, antiquarian, and philanthropic societies, a list of which will be found in *Norges Statskalender*. The most important of the numerous charitable institutions are the *Riyshospital*, Akersgaden, near the *Trefoldigheds-Kirke*, and *Oslo Hospital*, in Oslo, which was founded by Christian III. in 1538 and united in 1790 with a lunatic asylum (revenues, 39,000 kr.). The *Dampkjøkken* has been already mentioned (p. 4).

**ENVIRONS.** The finest point in the immediate environs of Christiania is \***Oscarshall** (tickets of admission gratis at the hotels, or on application to Hr. Kammerherre Holst, at the University, E. wing, first floor), a visit to which need not occupy more than 1½-2 hours. It lies on the peninsula of *Ladegaardsø*, about  $\frac{1}{4}$  M. to the W. of the Stor-Torv, and may be reached by carriage (one-horse 5-6, two-horse 8 kr., there and back), by small steamboat from the Pipervik (hourly from 1.30 to 9.30) to Frederiksborg (in  $\frac{1}{4}$  hr., and 5 min. walk more, always keeping to the right), by railway (5 trains daily, 40 or 20 ø.) from the Vestbanegaard to *Bygdø* (in 8 min., and  $\frac{1}{4}$  hr. walk more), or by ferry from *Skarpsno*, on the Drammensvei,  $\frac{1}{2}$  M. to the W. of the Stor-Torv. The following plan is recommended to tolerable walkers: drive to *Skillebæk* on the Drammensvei (in 10 min., fare 40 ø. or upwards), walk to the *Skarpsno* steamboat-pier in 10 min., take the ferry to the *Ladegaardssø* (in 4 min., fare 10 ø.), and walk to the château in 5 min. more; return by steamboat or train. The château, which stands on an eminence 80 ft. above the sea-level, surrounded by a pleasant park, was erected in the 'English Gothic' style by Nebelong for King Oscar in 1847-52, and adorned with paintings by eminent Norwegian artists. It was sold by Charles XV. to the government, but is still set apart for the use of the reigning monarch. The *Interior* (fee  $\frac{1}{2}$ -1 kr.) deserves inspection. The *Dining Room*, on the ground-floor of the smaller separate building, is adorned with six imposing Norwegian landscapes by *J. Frich* (d. 1858), the finest being the *Ravndjuv*, the *Romsdalshorn*, and the *Norangsdal*, above which are ten celebrated works by *A. Tidemand* (d. 1877), representing 'Norsk Bondeliv', or the different periods of Norwegian peasant life. The *Drawing Room*, on the ground-floor of the principal building, with its oak panelling, is embellished with statues of *Harald Haarfagre*, *Olaf Tryggvesson*, *St. Olaf*, and *Sverre*, in zinc, by *Michelsen*. A room on the 1st floor contains nine basreliefs from *Frithjofs Saga*, in marble, by *Borck*, and five fine landscapes by *Gude* (b. 1825). Several rooms on the 2nd floor contain works by

Swedish and Norwegian artists. We now ascend by a winding staircase of 28 steps to the flat roof of the château, beyond which 43 steps more lead us to the summit of the tower, where we enjoy a charming \*View of Christiania, its fjord, and environs. (Refreshments at the *Sæterhytte* on the Dronningsbjerg, between Oscarshall and the Bygdø.)

About  $\frac{1}{8}$  M. to the S. of Akershus lies the **Hovedø**, an island now belonging to the fortress (admission, see p. 5; boat there and back  $1\frac{1}{2}$  kr.), on which are situated the ruins of a Cistercian Monastery, founded by monks from Lincoln in 1147. In 1532, after the Reformed faith had already been embraced by Denmark, Mogens Gyldenstjerne, the Danish commandant of Akershus, ordered the monastery to be plundered and destroyed. In 1846-47 the ruins were excavated by the Norwegian Antiquarian Society.

The **Egeberg**, a wooded hill 400 ft. in height, to the S. of Oslo, commands several beautiful views, but the best points are not easily found. One of the finest is a rocky knoll, immediately to the left of the Liabro Road, which skirts the fjord, and  $\frac{1}{8}$  M. to the S. of the Oslo tramway terminus. Near this point is a station of the Ormsund steamboats (below the new railway to Frederiksstad), whence the Jernbanebrygge is reached in  $\frac{1}{4}$  hour; or we may return by railway from the *Bækkelaget* station (five trains daily). Another good point is reached thus: beyond the tramway terminus follow the main road for 5 min., turn to the left, and after a few hundred paces ascend the stony old road to the right. Where the old and new roads unite at the top of the hill (20 min. from Oslo), we turn to the right, pass a farm, and follow a field-road to the (7 min.) wood on the N.W. slope of the Egeberg. A fine view of the town and harbour is obtained from the N. end of the hill (a little to the right, beyond the fence). We may now return by the same route, or (pleasanter) follow the fence on the top of the hill towards the S. for 3 min., descend a little to the right, passing the back of a small villa, and thus reach a road descending past the rocky knoll above mentioned to the (10 min.) Liabro Road.

One of the most frequented points of view near Christiania is the \***Frognerstæter** (1400 ft.), a rustic summer residence of Consul Hefty, situated on the S. slope of the *Tryvandsheide*,  $\frac{3}{4}$  M. to the N.W. of Christiania (carriage with one horse, for 1-2 persons, 10; with two horses, for 3-4 persons, 14 kr.; charges lower in the forenoon). The whole excursion (about 13 Engl. M. to the wooden tower and back) takes at least 3 hrs., or, on foot,  $4\frac{1}{2}$  hours. The route leads past the N. side of the Palace Grounds and traverses the suburb of *Hægdehougen*, beyond which we observe the *Vestre Akers Kirke* on an eminence to the right. About  $\frac{1}{2}$  M. from the Stortorv, we next observe the *Gaustad Lunatic Asylum* (*Sindssyge-Asyl*), erected by Schirmer and v. Hanno in 1854, which accommodates upwards of 300 patients. (Admission on application to the

director.) We now ascend by a narrow carriage-road, through wood, to the 'Sæter', a rustic timber-built villa, with a balcony commanding a delightful view of Christiania, its fjord, and environs. (Coffee, milk, etc. at the adjoining cottage.) — While the horses are resting, travellers usually ascend on foot to the (20 min.) *Tryvandshøide* (1800 ft.), a wooden scaffolding on the summit of which commands a still more extensive view, including in clear weather some of the snowclad mountains of Thelemarken (the Gausta) to the W., and of Valders to the N.W.

If time permits, pleasant drives may also be taken to the *Udsigtstaarn* on the *Solhaug*, on the Bogstad road ( $\frac{1}{4}$  hr. from the Stor-Torv, or on foot  $\frac{1}{2}$  hr.); to the *Maridalsvand*, a small lake which supplies Christiania with water,  $\frac{3}{4}$  M. to the N., with the ruined Marikirke at the N. end; to *Grefsen-Bad*, a small water-cure establishment, prettily situated about  $\frac{3}{8}$  M. to the N.E.; and to *Sarasbraaten*, a summer residence of Consul Hefty, about 1 M. to the E. ( $\frac{1}{2}$  M. from stat. *Bryn* on the Kongsvinger line).

**LONGER EXCURSIONS.** Travellers whose visit to Norway is limited to a few days only should endeavour to take one or other of the following short tours before leaving the country.

(1) To *Gjøvik* and *Odnæs* (pp. 35-58), and back by the *Randsfjord* and *Hønefos* (pp. 47, 46), in 3-4 days.

This round may be hurriedly accomplished in 2 days: (1) By train from Christiania to *Eidsvold* at 8 a.m., arriving at 10.46 a.m.; by steam-boat to *Gjøvik*, arriving at 4.6 p.m.; drive to *Odnæs* ( $\frac{3}{4}$  M.) in  $\frac{4}{5}$  hrs.; (2) By steamer at 8.30 a.m. from *Odnæs* to *Randsfjord*, arriving at 1.45 p.m.; thence by train at 3 p.m., passing *Hønefos* and *Skjærdal*, and arriving at Christiania at 9.20 p.m. — It is, however, preferable to drive from *Hønefos* (to which there are two trains daily from *Randsfjord*) to ( $\frac{1}{2}$  M.) *Sundvolden* (or to take the train from *Randsfjord* to *Skjærdal*, and cross the *Tyrfjord* by the evening steamer to *Sundvolden*); visit *Krogklevan*, drive to ( $\frac{3}{8}$  M.) *Sandviken*, and return thence by train to Christiania (six trains daily). — Or the traveller may prefer to make an excursion from Christiania to *Sundvolden* and *Hønefos*, as above, and to return by rail-way, which may be easily done in two days. — See p. 13.

(2) To the *Rjukanfos* viâ *Kongsberg*, and back, 4-5 days (R. 2).

It is possible to accomplish this very interesting excursion in  $3\frac{1}{2}$  days: (1) By train from Christiania at 6.30 a.m. to *Kongsberg*, arriving at 11.12; drive to *Tinset*, either viâ *Lysthus* in the *Hitterdal*, or viâ *Bolkesjø*, in 9-10 hrs.; (2) Steamboat on *Mon.*, Thurs., or Sat. at 8 a.m. to *Strand*, arriving about 11; drive to *Vaar* in 3 hrs., visit the *Rjukanfos* on foot in  $1\frac{1}{2}$  hr. (there and back), and return to *Strand* in  $2\frac{1}{2}$  hrs. more; (3) Steamer on Sun., Tues., or Wed. at 6 or 7 a.m. to *Tinset*, and drive thence back to *Kongsberg* in 9-10 hrs.; next morning take the 7.55 a.m. train for Christiania. See R. 2.

(3) To *Frederiksstad*, the *Sarpsfos*, and *Frederikshald*, and back, in 2-3 days (R. 26); or there and back by railway in  $1\frac{1}{2}$  day.

A steamer leaves Christiania every morning at 7 or 8 o'clock for *Frederiksstad* and *Frederikshald*, and there are four weekly to *Frederiksstad* (arr. about 2 p.m.), where they unload, and *Sarpsborg* on the *Glommen*,  $1\frac{1}{4}$  M. farther (arr. in the evening). Having slept at *Sarpsborg*, the traveller may next day inspect the fall of the *Glommen*, take the train to *Frederikshald*, and return thence to Christiania on the following day by steamboat in 7-9 hours. — Or the excursion may be made in two days:









- (1) By train from Christiania to Sarpsborg; visit the fall the same day;  
 (2) By steamer (4 times a week, at 7 a.m.) from Sarpsborg to Frederiksstad  
 and Christiania. — By train the whole way there and back ( $1\frac{1}{2}$  day),  
 not recommended.

Travellers arriving at Christiania, or leaving it, by water will  
 find a description of the beautiful fjord in RR. 8, 25.

## 2. From Christiania to Drammen and Kongsberg. Excursion to the Rjukanfos.

RAILWAY to *Drammen*, 4, M., in  $2\frac{1}{4}$  hrs. (fares 2 kr. 80, 1 kr. 60 ø.);  
 thence to *Kongsberg*, 4 M. more, in  $2\frac{1}{2}$  hrs. (fares 2 kr. 40, 1 kr. 40 ø.).  
 The rails on this narrow-gauge line are only  $3\frac{1}{2}$  ft. apart. The carriages  
 are of two classes only, corresponding to the second and third in most  
 other countries. — Finest views to the left.

The railway traverses beautiful scenery, particularly between  
*Røken* and *Drammen*. The train passes a number of pleasant country-  
 houses, villages, and farms, interspersed with manufactories. To  
 the left lies the beautiful Fjord of Christiania with its islands and  
 indentations ('Kiler'), while to the right rise the imposing *Aaser*  
 (a porphyry range of hills). The Silurian strata are here inter-  
 sected by dykes of greenstone, the first of which, called '*Brandskjærene*', are immediately beyond the *Pipervik*. The most interest-  
 ing dyke of this kind is to be seen near the *Høvik* station, where  
 it forms a lofty wall, 2 ft. in thickness, in the midst of the dis-  
 integrated slate.

0,3 M. *Bygdø* (formerly called *Tyskestrand*) is the station for  
 the *Ladegaardsø*, with its numerous country-houses. Beautiful  
 walk to *Oscarshall* ( $\frac{1}{4}$  hr.; p. 10). The bay to the left is called  
*Frognerkilen*. Charming scenery. About  $1\frac{1}{2}$  M. distant is the *Kastel-  
 bakke*, where snow-shoe races ('Skirend'; 'Skier', snow-shoes) take  
 place in winter.

0,5 M. *Lysaker*, at the mouth of the *Sørkedalselv*, descending  
 from the *Bogstad-Vand*, to which a beautiful route leads to the N.  
 — From Bogstad, on the E. side of the lake, a steep path ascends  
 to the *Frognersæter* (p. 10). — 0,9 M. *Høvik*. The train skirts  
 the *Enger-Vand*, and soon reaches —

1,2 M. *Sandviken*, a beautifully situated village, the best  
 starting-point for a visit to *Ringerike*. To the N. rises the *Kolsaas*  
 (1212 ft.), commanding a view similar to that from the *Frogner-  
 sæter* (guide advisable).

The route from Sandviken through the picturesque district of *Ringe-  
 rike* to (4 M.) *Hønefoss* is well worthy of notice. The road, at first un-  
 interesting, gradually ascends through the *Krogskog* to the first \*station  
 ( $1\frac{1}{8}$  M., pay for 2 M., but not returning; 1 kr. 60 ø. per M.) + *Humledal*,  
 situated high above the picturesque *Holsfjord*, an arm of the *Tyrfjord*  
 (230 ft.); striking view just below the station. We then descend by the  
 beautiful '*Svangstrands-Vei*' to the fjord, and follow its bank to the N.  
 to ( $\frac{3}{4}$  M.) *Sundvolden* (\*Inn; not now a posting station, but horses pro-  
 curable), whence a small steamer runs twice daily to *Skjærdalen* (in  $1\frac{1}{2}$   
 hr.), a railway-station on the opposite bank of the lake (p. 46). From  
 Sundvolden we ascend to \*\**Krogkleven*, a rocky height (*Klev*, 'clif'),

$\frac{1}{4}$  M. from the inn and 1000 ft. above it, on the old road to Christiania (ascent through a romantic gorge, on foot or on horseback,  $1\frac{1}{4}$ - $1\frac{1}{2}$  hr.; horse 2 kr. 40 ø.). We first come to the *Klevstue*, a poor inn, 5 min. below which, to the N.W., is *Dronningens Udsigt* (the Queen's View). Higher up (follow the track to the W., keeping to the right) is the ( $\frac{1}{2}$  hr.) *Kongens Udsigt* (the King's View), the finer point of the two. The prospect from this point in clear weather is superb, embracing the Tyrifjord with its islands, the district of Ringerike, the Jonsknut near Kongsberg, the Norefjeld to the N.W., and the Gausa and other snow-mountains to the W. in the distance. — As the steamer to Skjærdal does not correspond with the trains to Hønefos, we follow the road from Sundvolden to Hønefos, which is less interesting than that just traversed. It crosses the mouth of the *Stensfjord*, a branch of the lake. The numerous islands in this bay and the *Rock Bridge* in the Kroksund are said to be stones once thrown by a giantess of the *Gyrihaug*, a hill on the E. bank of the Stensfjord, for the purpose of destroying the church of Norderhov, which missiles, however, including even one of her own legs, all fell short of their aim and fell into the lake. Like the battle of the giants against Odin and Thor in the Edda, this legend is symbolical of the fruitless wrath of the powers of nature against the advance of human culture. The next station,  $\frac{5}{8}$  M. beyond Sundvolden, is *+Vik*, beyond which the road passes *Norderhovs Kirke*, in which Anna Kolbjørnsdatter is interred. She was the wife of the pastor of the place, and in 1716, while her husband was ill, succeeded by a stratagem in betraying 600 of the Swedish invaders into the hands of her countrymen. A picture shown at the parsonage represents the heroine obtaining permission to set fire to a heap of wood for the pretended purpose of warming the Swedish soldiers, but in reality to attract the Norwegian troops who were encamped at the neighbouring village of *Sten*. Meanwhile she plied the invaders so liberally with spirits that they fell an easy prey to the Norsemen. 1 M. *Hønefos*, see p. 47.

The train now ascends to (1, $\frac{4}$  M.) *Slerbende* and (1, $\frac{7}$  M.) *Hvalstad*, whence the picturesque *Skogumsaas* (1142 ft.) to the W. may be ascended, and crosses the wooden *Viaduct of Hvalstad*. Passing through a tunnel, it next stops at (2 M.) **Asker**, from which the \**Vardekolle* (1132 ft.), a massive hill of granite, serving to mariners as a landmark, may be ascended for the sake of the admirable view it commands. In former times, on the breaking out of a war, beacon-fires were lighted on this hill to summon the people to arms.

'The hill commands an incomparable and most extensive view. The spectator surveys the whole of Christiania, with the surrounding country-houses, hills, and mountains; then all the valleys of Drammen; the region of Kongsberg, Holmestrand, Drøbak, and the Christiania Fjord. Standing in the centre of this mountainous and so curiously furrowed district, we survey at a glance the whole of it, spread out like a relief-map.'

*L. v. Buch, 'Norwegen'.*

The train skirts the foot of the Vardekolle and passes the small lakes *Bondivand* (the property of an English ice-exporting company) and *Gjellumvand*. At the S. end of the latter (at the bottom of which a bell is traditionally said to lie) is (2, $\frac{5}$  M.) *Heggedal*, beyond which we pass the base of the barren *Brejmåas*.

Beyond (3 M.) *Røken* (440 ft.) the train turns abruptly to the W., traversing an uninteresting region; but immediately beyond a tunnel, 240 yds. long, a most picturesque and imposing \*VIEW, of the *Drammens-Fjord*, the town of *Drammen*, and the fertile

valley of the *Lier* is suddenly disclosed to the left, rivalling the famous views from Chexbres above Vevey or from Optschina above Trieste. The road from Røken to Drammen descends at once to the fjord, while the railway passes through another tunnel and describes a long curve towards the N., descending gradually to the valley of *Lier* and the (4 M.) station of that name.

From Lier a pleasant route leads to the N., on the E. side of the valley, past the *Engerfjeld*, to ( $\frac{1}{8}$  M.) *Kitilsrud* at the S. end of the *Holsfjord*, a branch of the *Tyrfjord* (p. 13). The road, now called the "Svangsstrands-Vei", and famed for its picturesqueness, next ascends the *Burderæas* and skirts the *Holsfjord* at a giddy height above it. From ( $\frac{1}{4}$  M.) *Hum-detal* to ( $\frac{3}{4}$  M.) *Sundvolden*, see p. 13. The country between *Kitilsrud* and *Humdal* is entirely unpeopled. — If time permit, this route to *Sundvolden* is preferable to that from *Sandviken*, already described.

At Lier the train turns towards the S., traversing a fertile tract, and next stops at (4,5 M.) *Bragerø*, the E. end of *Drammen* (*Bragernæs*); it then crosses the *Drammenselv*, and the island of '*Holmen*' with its timber-yards, to the *Tangen* and *Strømsø* quarters, and reaches the principal station of (4,7 M.) *Drammen*, situated at the W. end of *Strømsø*, close to the bridge across the *Drammenselv*.

**Drammen.** — In *Strømsø*: "CENTRAL HOTEL, opposite the station, entrance in a side-street, D. 2, S. 1 $\frac{1}{2}$  kr.; HOTEL ST. OLAF, also opposite the station; BRITANNIA, in the Fremgade, leading E. to *Tangen*. — In *Bragernes*: "HOTEL KONG CARL, in the Stor-Gade.

CAB with one horse, for 1 person 40 ø. per drive; with two horses for 2 persons 60 ø. — OMNIBUS from *Bragernæs-Torv* to *Tangen*.

*Sommerfryd-Badeanstalt*, on the E. side of *Bragernæs*, at the end of Erik-Børresens-Gaden, near the fire-engine station.

*Consuls*. British vice-consul, F. W. Melhus. A German and a French consul also reside here, but no American.

*Steamboats* to Holmestrand, Tønsberg, and Sandefjord once weekly; to Liverpool once monthly.

**Drammen**, with 18,838 inhab., situated on both banks of the *Drammenselv*, consists of *Bragernæs* on the N. bank, containing about 11,000 inhab., *Strømsø* on the S. side, and *Tangen* to the S.E., which originally formed three distinct communities. *Bragernæs*, the principal quarter, has been rebuilt since its almost entire destruction by fire in 1866 and a great part of *Stremse* and *Tangen* since a fire in 1870. The situation of Drammen on the estuary of the river, between hills of considerable height, is picturesque, and not without pretensions to grandeur. The pretty fjord extends down to *Holmestrand*, whence a steamer runs to Christiania daily. The trade of the place is very considerable, consisting chiefly in the export of about 110,000 tons of wood annually to England and Holland, and of a quantity of zinc and nickel from Skouger and Ringerike. The commercial fleet of Drammen, numbering more than 300 vessels, is one of the largest in Norway, vying in importance with those of Christiania and Arendal, and having an aggregate burden of 72,000 tons. The town also possesses a number of saw-mills, iron works, and manufactories. Little is known of its history, but it was much frequented as a harbour

as early as the 16th century. Its chief resources are the extensive forests of *Hadeland*, *Valders*, the *Hallingdal*, and part of the *Numedal*. For the purposes of trade its situation is at least as favourable as that of Christiania. Vessels of considerable tonnage can load and discharge on both banks, on which stone quays have been constructed, partly for the purpose of protecting Bragernæs from inundation. Bragernæs is connected with *Strømsø* by means of a long *\*Timber Bridge*, which affords a pleasant promenade in hot weather; charming prospect in every direction; the Brandstation (see below), with its two flagstaffs, is conspicuous on the hill-side to the right. The railway-station at *Strømsø* is close to the S. end of this bridge.

The bridge leads from the station to the *Bragernæs-Torv*, the chief market-place, in which, on the right, are the *Exchange* (with the *Post and Telegraph Offices*, entrance in a side-street), and facing us the *Raadhus* and *Byret* (court-house), with the inscription *Ret og Sandhed* ('justice and truth'). On an eminence to the N. rises *\*BRAGERNÆS CHURCH*, a handsome Gothic brick edifice by *Nordgren*, built after the fire of 1866, and consecrated in 1871. The interior, which deserves a visit, is embellished with an *\*Altarpiece* by *Tidemand* (d. 1876), representing the Resurrection, and an *\*Angel over the font* by *Børck*, presented by his brother, a merchant of Drammen. (The 'Klokker', or sacristan, lives at the back of the church, to the left; fee 1½-1 kr.)

Following the road on the hill-side above Bragernæs Church, which ascends slightly to the right, or proceeding by the Cappelens-Gade below the church to the W. as far as Erik Børresen's Gade, and then ascending to the left, we reach after 12-15 min. the *\*BRANDSTATION*, one of the finest points of view near Drammen, affording an extensive prospect of Tangen, *Strømsø*, and Bragernæs, of 'Holmen' (p. 15), the valley of the Drammenselv, and the fjord. The veranda of the watchman's house is always accessible. Cannons are fired here whenever a fire is observed in the town.

The road proceeds hence, turning to the left after 10 min., to the (35-40 min.) *\*Kloptjærn*, a sequestered lake in the midst of wood, whence the town derives its water-supply. To the left are pleasant grounds, and on the right is a small house where refreshments are sold. From the latter a footpath ascends to the right in 5 min. to *Prins Oscars Udsigt*, which affords a good survey of the Lierdal and the fjord. The mountains to the left are the *Vardeas* and the *Skogumsas*. (From the small house above mentioned the traveller may ascend to the *Varde*, a much higher point, commanding a very extensive view.) — In returning avoid the very steep and stony short-cuts.

Another good point of view is the hill of *\*Bragernæsas*, easily reached in 35-40 min. by a new zigzag road, provided with numerous benches, which ascends above the churchyard to the W. of the

Bragernes Church. The view embraces the town and fjord, and the valley up to Hougsund and Kongsberg. From the top the traveller may proceed (no path) to the Kloptjærn and return by the Brandstation (see above).

A longer excursion may be taken by the old Christiania road to the *Studenternes Udsigt* on the *Bejstad-Aas*, near which is the *Gaard Gjellebak* with a wood-girt lake and a fine echo. The road formerly lay farther to the N., crossing the *Paradisbakker* (about 900 ft.), the marble quarries of which supplied the materials for the marble church at Copenhagen.

Railway to *Holmestrand* and *Laurvik* (p. 69) in course of construction.

**RAILWAY TO KONGSBERG (4 M.).** Leaving Drammen, the train ascends the broad valley of the Drammenselv to (0,2 M.) *Guls-kogen*, (1 M.) *Mjøndalen*, and —

1,5 M. *Hougsund* (\*Restaurant), the junction of the Randsfjord (p. 46) and Kongsberg lines, where passengers for the latter change carriages. To the W. rises the *Jonsknut* (3000 ft.). In the vicinity is the *Hellfos*, a fall of the Drammenselv, where boxes are placed for the purpose of catching the salmon as they ascend the fall. — The Kongsberg train (finest views on the left) next stops at —

2 M. *Vestfossen*, on the beautiful *Ekervand* or *Fiskumvand*, bounded by lofty mountains on the E. side (usually traversed by a steamboat twice weekly to *Jernfos*). 2,4 M. *Dabro* also lies on this lake. 2,8 M. *Krekling*, where the slate-formation predominates. Farther on we obtain a fine view of the mountains towards the S. — 3,4 M. *Skollenborg*, where sandstone makes its appearance, and the country becomes sterile. The train crosses the *Laagen*, which descends from the Numedal and forms a waterfall, and stops at —

4 M. **Kongsberg** (\*Victoria, formerly Hôtel des Mines; *Bri-tannia*), an uninviting, but not unpicturesque town, situated on the *Laagen*, *Lougen*, or *Numedalslaagen*, 500 ft. above the sea, with 4311 inhab., who are almost all supported by the neighbouring mines. Most of the houses are timber-built, but the large *Church* and the *Raadhuis* are substantial stone edifices. The former was erected in the middle of last century, when the population of the town was about double the present number. The town owes its origin to the *Silver Mines* in the vicinity, which are said to have been discovered by goatherds, and was founded in 1624 in the reign of Christian IV. In the town itself are situated the *Smeltehytte*, or smelting-works, where specimens of the ore may be purchased, the *Mynt* (mint), and a government *Vaabefabrik* (weapon-factory), the last of which is near the Hammerfos. The rapid Laagen is crossed by two bridges.

The SILVER MINES OF KONGSBERG, the property of the government, now yielding an annual profit of about 22,000*l.*, were discovered early in the 17th cent. and have been worked with varying success. Of more than a hundred mines opened since the first discovery of the ore, three only are now of any importance. The principal of these is *Kongens-Grube*, about  $\frac{1}{2}$  M. to the S.W.W. of the town, which is nearly 2000 ft. in depth, and a little to the N. of this mine are the '*Gottes-Hütte*' and the '*Hauss-Sachsen*' mines. Besides the perpendicular shafts descending to these mines, there are two level shafts or adits, the *Frederiks-Stollen* and the *Christians-*

*Stollen*, entering them from the hill-side, the latter being 300 ft. below the other and connecting all the mines, the aggregate length of which is upwards of  $\frac{1}{2}$  M. — Permission to visit the mines is obtained at the offices in the market-place, but the expedition is a laborious one, which hardly repays the fatigue. The veins of native silver which the mines contain are mingled with sulphuret of silver and copper pyrites, occurring generally in layers of calcareous spar. Beautiful argentiferous crystals are also frequently found. The finest yet discovered is now in the University Museum of Natural History at Copenhagen.

The *Jonsknut* (3000 ft.), which rises a short distance beyond the Gottes-Hülfe and Hans-Sachsen mines, commands an admirable view of the Gausta and other mountains of Thelemarken to the W. Near the Jonsknut rises the somewhat lower *Skrimsfjeld*, about  $1\frac{1}{2}$  M. to the S. of the town, and also commanding a beautiful view.

About  $\frac{1}{2}$  M. to the S.S.E. of the town the *Laagen* forms a very fine waterfall called the *Labrofoss*, 140 ft. in height, which is well worthy of a visit. — Another fall of the same river of equal grandeur is the *Hvittingfoss*, 3 M. from Kongsberg, on the Laurvik road.

FROM KONGSBERG TO THE HARDANGER FJORD (4-5 days). Travellers who have already visited Thelemarken may prefer this route for the sake of variety to that via the *Rjukanfos* (p. 19), or to the direct route (p. 22) by Mogen, Botten, and the Haukelid-Sæter to Odde, though it is less interesting. Fine scenery, however, is by no means lacking, while the inhabitants have retained more of their primitive characteristics than those of Valders or the Hallingdal, and the interest of their country is enhanced by numerous traditions. A carriage-road with fast stations (horse 1 kr. 60 ø. per M.) leads through the *Numedal* to *Brøsterud* ( $1\frac{1}{4}$  M.), from which driving is also practicable to *Floten*, 1 M. farther, whence the traveller must ride or walk to *Eidfjord* on the Hardanger, 9 M. more.

As far as *Væglid* the road follows the right bank of the *Laagen*, which descends from the *Nordmands-Laagen* in Hardanger (1500 ft.; p. 21). As far as *Skjønne*, where Laagen and *Opdalselv* unite, the scenery is somewhat monotonous.

$1\frac{1}{2}$  M. + *Svennesund*. Farther on we pass the church of *Flesberg*, situated on the left bank of the *Laagen*. The next stations are ( $1\frac{1}{4}$  M.) + *Hoimyr*, ( $1\frac{1}{2}$  M.) + *Alstad*, and ( $1\frac{1}{2}$  M.) + *Helle*,  $\frac{1}{2}$  M. beyond which is *Skajem*, at the S. end of the *Kravik-Fjord* (868 ft.). The district between the church of *Væglid* and Skajem is picturesque. The road runs for 2 M. along the bank of the *Kravikfjord* and *Nore-Fjord*, which had better be traversed by boat, and passes many thriving farm-houses. One of the old buildings of *Gaarden Kravik* is said to date from the 12th century. The *Nore-Kirke*, on the W. bank of the *Nore-Fjord*, an old timber-built church now doomed to demolition, contains interesting paintings and inscriptions in a kind of hieroglyphics, the objects (eyes, ears, animals, the devil, etc.) themselves being represented. — The *Eidsfjeld* (4300 ft.), rising to the W., may be ascended from Nore in one day.

$2\frac{1}{4}$  M. + *Sevli* lies at the N. end of the *Nore-Fjord*, and  $\frac{1}{4}$  M. farther is *Skjønne* (920 ft.), an ancient 'Tingsted', or place of assize, now belonging to the brothers *Torsten*, *Torgil*, and *Kettil*, who accommodate visitors at their farm.

[From *Skjønne* across the Fjeld to *Hol* in the Hallingdal,  $1\frac{1}{2}$ -2 days. The bridle-path ascends rather steeply, skirting the *Laagen*, which rushes through its channel far below, and passing the *Øyaarde*, to the (1 M.) S. end of the *Tunhøvd-Fjord* (2550 ft.). At *Haga* we take a boat and ascend the lake, being towed through several rapids, to the (2 M.) N. end. Then a steep ascent to *Tunhøvd*, a hill-farm, where good quarters for the night are obtained. Next day we cross monotonous 'Heier' (barren heights), skirting the *Rødungsvand* (2790 ft.) and the base of the *Sangerfjeld* (3755 ft.), and passing several sesters, and at length reach *Hol* (*Hammersbøen*) in the Hallingdal (p. 32).]

A little beyond *Skjønne* the road enters the *Opdal*, and the scenery becomes very picturesque. Within the next  $\frac{3}{4}$  M. the road ascends 600 ft.

to the *Fennebufjord* (1525 ft.), at the W. end of which is (1½ M.) †*Liverud*. Thence to (2 M.) †*Børsterud* (2550 ft.; good quarters) a continuous ascent through a somewhat monotonous region.

[From *Børsterud* to *Hol* in the Hallingdal a mountain-path leads in 1½ days. It crosses a hill (3800 ft.) whence the Hallingskarv to the N.W. and the whole of the Jotunheim chain are visible, and then descends past the *Vass* and *Høfde* sæters to *Kjønsaas* in *Dagalid* (2750 ft.). We again cross the mountain to the *Skurdal* (2740 ft.; poor quarters), and then another height to the *Ustdal*, pass several farms, and reach *Hammersbeen* and *Hol* (p. 32).]

For the journey across the mountain 'Vidder' ('widths', or 'expanses') to the Hardanger (9 M., a walk of two days at least) a guide should be engaged either at *Børsterud*, or, if possible, lower down the valley, and a supply of provisions obtained. The route starts from the *Floten* (*Flaten*, or *Nørstebø*) farm, 1¼ M. to the N. of *Børsterud*, at first follows the sæter-path, and then traverses a lofty plateau (4000 ft.) commanding an extensive view in every direction. It passes the S. side of the *Solheimsfjeld*, the *Skarsvand*, and the *Ygelidsæter*; it then leads round the *Høljebrøtfjeld* to the *Gjetssjø* (*Langvand*), where the *Laagen* is crossed by boat, and to *Hansbu* (3880 ft.), a fisherman's hut at the E. end of the *Langesjø*, which affords poor quarters for the night (4 M. from *Børsterud*). — Next morning our route leads round the *Rødhellerfjeld* to the N.W. to the *Holmetjern*, and then, crossing the boundary between the Numedal and the Hallingdal Fogderi, and skirting the *Svinta*, reaches the *Nybusestre* (3600 ft.), the first on the W. side of the mountain (*Vestenfjeldske Norge*). Beyond this we generally follow the course of the *Bjoreia*, which lower down forms the *Vøringsfoss*, and cross snow-fields, brooks, and marshes. The path is marked by 'Varder', or signals, as far as *Storlien*, and thence to *Maurset* (2370 ft.) and *Hel* it cannot be mistaken (comp. R. 11).

FROM KONGSBERG TO THE RJKANFOS there are several practicable routes, of which the two following, each about 11½ M. in length, are the principal.

(1) VIA HITTERDAL (11½ M.). This is the less picturesque, but easier route, and fresh horses are procurable at *Lysthus i Hitterdal*, a fast station about halfway to (5¾ M.; 1 kr. 60 ø. per M.) *Tinoset*. The road is tolerably level as far as *Kongens Grube* (p. 17), beyond which it ascends the steep *Meheia*, a wooded hill 1450 ft. in height, separating the valley of the *Laagen* from the *Hitterdal*. Nearly halfway to *Lysthus*, we stop, after 2½ hours' drive, at *Jerngruben* (tolerable inn), where, though not a station, horses are sometimes procurable. The horses are usually rested here for an hour. Farther on, the road descends rapidly, and we next reach \**Thomassen's Hotel*, near the pier from which a steamboat plying on the *Hitterdals-Vand* and *Nordsjø* starts almost daily for *Skien* (p. 25; see 'Norges Communicationer'). The road now crosses the *Tin-Elv* by a bridge which affords a view of the \**Tinfos*, a beautiful waterfall formed by the river here.

The traveller may either reach this point from Christiania, or return hence to Christiania, by the *Hitterdal* and *Skien* steamboat mentioned above. Other steamers ply between *Skien* and Christiania four times a week, while others again run down the *Skien-Fjord* to *Langesund* (p. 69), where they correspond with the larger coasting steamers to Christiania.

About ½ M. beyond the *Tinfos* we reach —

2¾ M. (pay for 3½) †*Lysthus i Hitterdal* (*Station Inn, Holst's, and Juul's*, all good), the drive to which from Kongsberg cannot well

be accomplished in less than  $5\frac{1}{2}$  hrs., while in the reverse direction 6 hrs. should be allowed, although the distance is  $19\frac{1}{2}$  Engl. M. only. Shortly after leaving this station we pass \***Hitterdals Kirke** (keys at the pastor's), a grotesque looking timber-built church ('Stavkirke'), dating from the 12th cent., resembling the ancient church of Borgund (p. 44), and one of the greatest architectural curiosities of Norway. Most of the original carving has unfortunately disappeared, the church having been lately restored, but some relics of it are shown in the sacristy. The old episcopal chair at the back of the altar should also be noticed. The costumes of the peasantry who attend service here on Sundays are very picturesque. The road from this point to Tinoiset is tolerably level the whole way. About  $\frac{3}{4}$  M. from Lysthus we diverge to the right from the main road to Hjertdal (p. 23), and proceed towards the N. to —

3 M. †**Tinoiset** (*Station*, fair, but frequently full), whence the steamer 'Rjukan', plying on the *Tinsjø* (600 ft.), usually starts for *Sigurdsrud* at the head of the lake, calling at the intervening stations, on Mondays, Thursdays, and Saturdays at 8 a.m., and on Tuesdays at 1 p.m. (returning from Sigurdsrud on Sundays and Tuesdays at 6 a.m., on Wednesdays at 5 a.m., and on Fridays at 3 p.m.). The lake, which is about 4 M. long and  $\frac{1}{8}$  M. in width, is enclosed by barren and precipitous mountains, and its banks are very thinly peopled.

(2) FROM KONGSBERG TO TINOSET VIÀ BOLKESJØ, 6 M. (a drive of 9-10 hrs.). The stages on this route, the scenery on which is superior to that of the Hitterdal route, are (3 M.) *Bolkesjø* (\*Inn), with magnificent views, near which is the *Folsjø*, abounding in trout, and (1 $\frac{1}{4}$  M.) *Tinoiset*; but these places are not stations, so that a bargain must be made for horses at each. Or horses may be hired at Kongsberg for the whole journey. The usual charges are: horse and carriage 16, horse and kjærre for two persons ('halvanden Skyd') 24, carriage-and-pair for two persons 32, for three 40 kr.

Passing (1 $\frac{1}{2}$  M.) *Sand* (tolerable station), and *Hovin* on the opposite bank, the steamboat reaches (1 $\frac{3}{4}$  M.) *Strand* (tolerable station), near *Ørnæs i Mæle*, in about 3 hrs., where we hire saddle-horses (about 6 kr. each) or a 'stolkjærre' (for 1 person 6, for 2 persons 8 kr.) for the journey to *Vaar* ( $\frac{1}{2}$  hr. from the Rjukanfos) and back. A drive of 1 hr. on a tolerable road ascending the picturesque valley of the *Maun-Elv* (*Vestfjorddal*), brings us to —

1 M. (from Strand) *Dale* (poor inn), a prettily situated hamlet, near the foot of the imposing wedge-shaped **Gausta Fjeld** (6000 ft.), which commands a magnificent view, and may be ascended hence without difficulty in 6 hrs. (there and back, 10-12 hrs.). The road now ascends more steeply, and we take about 2 hrs. more to reach —

1 M. *Vaar*, where we alight in order to walk to ( $\frac{1}{2}$  hr.) *Krokan* (\*Inn, belonging to the 'Turistforening'), and in a few minutes



1:200,000







more to the \*\***Rjukanfos** ('reeking' or 'foaming fall'), a magnificent fall of the large Maan-Elv, about 800 ft. in height, with remarkably picturesque adjuncts. This waterfall is one of the finest in Europe. The scene is stupendous in the early summer, when the river is swollen with melted snow, but less picturesque than when there is less water, as the fall is partially concealed by the spray and foam. The imposing Gausta, which when approached from the N.E. presents the appearance of a long ridge, looks like a sharp cone when seen from this N.W. side.

**FROM THE RJUKANFOS TO THE HARDANGER FJORD.** There are two practicable routes for pedestrians and riders from the Rjukanfos to the Hardanger Fjord, one to Odde, and one to Eidfjord, of which the former is the easier.

To *Odde*, 4-5 days. 1st Day. From Krokan to ( $1\frac{1}{4}$  M.) *Holvik* (tolerable inn), on the *Mjøsvand* (2800 ft.), a walk or ride of 4 hrs. by a fatiguing path, on which snow sometimes lies early in the season. This dreary-looking lake,  $3\frac{1}{4}$  M. long, and  $\frac{1}{8}-\frac{7}{8}$  M. broad, is then crossed by boat, passing *Mjøsstranden*, situated on the promontory between the E. and S. arms of the lake, to ( $3\frac{1}{2}$  hrs.) the W. bank, whence a path, very rough and marshy at places, leads across the *Bitdalselv* (3090 ft.), which has to be forded, in 6 hrs. to (2 M.) *Rauland* (Inn, tolerable), on the N. bank of the *Totakvand* (2080 ft.), or to *Berge* (Inn, fair), also on the lake,  $\frac{1}{8}$  M. farther. This journey may be accomplished by good walkers in one day by starting from Krokan at 5 a.m., but a boat at Holvik cannot be reckoned upon with certainty. A night had therefore better be spent at Holvik, as no tolerable accommodation is obtainable between that place and Rauland. — 2nd Day. Row from Rauland or from Berge to ( $\frac{1}{2}$  M.) *Kosthveit* in 1 hr., and drive thence by a rough road to ( $1\frac{1}{4}$  M.) *Jamsgaard i Vinje* (poor station) in  $2\frac{1}{2}$  hrs., and from Jamsgaard viâ *Mule* and *Nyland* to ( $4\frac{1}{4}$  M.) *Botten* (p. 24) in 8 hrs. — 3rd Day: from Botten to the ( $1\frac{1}{2}$  M.) *Haukelidseeter* a drive of 3 hrs., thence to ( $2\frac{1}{2}$  M.) *Røldal*, a ride or walk of 8-9 hrs. — 4th Day: from Røldal to ( $2\frac{1}{2}$  M.) *Seljestad*, a ride or drive of 7-8 hrs., and thence to ( $2\frac{1}{4}$  M.) *Odde*, a drive of 4-5 hrs. — Comp. pp. 24, 25.

The above route from the Rjukanfos to Odde may be varied as follows. Ride from Holvik by a rough and often marshy path all the way to ( $2\frac{1}{2}$  M.) *Berge* (see above) in 7-8 hrs. — Or row from Holvik to *Erlundsgården* in 1 hr., walk to *Giboen* in 2 hrs., cross the S. arm of the *Mjøsvand* in  $\frac{1}{2}$  hr., and walk to Berge in 5 hrs. — From Berge or Rauland we may row to (1 M.) *Brunelid*, walk over a steep hill commanding a fine view to ( $\frac{1}{2}$  M.) *Grunderdsbygden* in  $1\frac{1}{2}$  hr., walk or ride thence to ( $1\frac{1}{2}$  M.) *Gugaarden* in 4 hrs., and drive thence in  $3\frac{1}{2}$  hrs. more to ( $1\frac{3}{4}$  M.) *Botten* (p. 24).

To the *Vøringsfoss* and *Eidfjord*, 4-5 days, for pedestrians only. 1st Day. From Krokan to Holvik (see above) in 4 hrs.; row thence in  $3\frac{1}{2}$  hrs. to *Mjøsstrand*, and in  $3\frac{1}{2}$ -4 hrs. more to the upper end of the lake, about  $3\frac{1}{2}$  M. in all; walk in  $\frac{1}{2}$  hr. to *Mogen* (poor quarters). Or, better, sleep at Holvik on the first and at Mogen on the second night. — 2nd Day (*Ole Mogen*, or his brother, recommended as a guide to Eidfjord, 16 kr.). The path ascends towards the N.W. to the ( $\frac{1}{2}$  M.) *Gjusjø*, a lake  $\frac{1}{2}$  M. long, abounding in fish, passes several small tarns on the left, and crosses ( $1\frac{5}{8}$  M.) the *Gjuvaa*, a stream  $1\frac{1}{2}$ -2 ft. deep. It next passes the ( $\frac{1}{2}$  M.) *Skarrand*, and then three mountain-lakes on the left, where the soil is boggy and the scenery very desolate. Farther on we pass several more tarns on the left, and the *Lagtjern* and *Nordmandslaagen* on the right, the latter of which is well stocked with fish. Just beyond this lake we have to cross the *Bessaelv*, a considerable stream which falls into the lake, and here, after a laborious walk of 12-13 hrs., we spend the night in the *Bessabu*, a small stone hut which affords no accommodation of any kind. (It is, however, preferable, if possible, to spend the night in a fisherman's

hut on the neck of land between the Lagtjærn and Nordmandslaagen, erected by *Ole Vik*, a reindeer-hunter and guide residing at Eidfjord). — 3rd Day. Our route continues to traverse wild and bleak mountain scenery, occasionally crossing snow, to ( $2\frac{1}{4}$  M.) *Bærrestølen*, a walk of 5-6 hrs., whence a good path leads in 2 hrs. to the ( $\frac{3}{4}$  M.) *Vøringsfos*, near which is the farmhouse of *Hel*, where if necessary the night may be spent. From *Høl* to *Eidfjord*  $3\frac{1}{2}$ -4 hrs. (see p. 94).

### 3. From Christiania to Odde.

#### Thelemarken.

*Comp. Map, p. 20.*

$35\frac{3}{4}$  M. (250 Engl. M.). RAILWAY to *Kongsberg*,  $8\frac{3}{4}$  M.; carriage-road thence to the *Haukelid-Sæter*,  $19\frac{3}{4}$  M.; road for part of the way, and then bridle-path, to *Røldal*,  $2\frac{1}{2}$  M. (8 hrs. walk); carriage-road to *Odde*  $4\frac{3}{4}$  M. — This fine route may be accomplished with tolerable ease in 5 days, but 8-10 days should, if possible, be devoted to the journey and the points of interest on the way. Travellers by this route desirous of seeing the *Rjukanfos* and of avoiding the rough route thence to *Holvik*, the *Totakvand*, and *Jamsgaard* (p. 21) may visit the waterfall from *Lysthus*, returning thither by the same route, in 2-3 days. The direct route may be conveniently divided into the following stages: — 1st Day. Railway to *Kongsberg* (dep. 6.30, arr. 11.12 a.m.); drive to *Landsverk* ( $1\frac{1}{2}$  M. beyond *Lysthus*, the station for the digression to the *Rjukanfos*) in 8-9 hrs. — 2nd Day. Drive to *Mogen* in 10-12 hrs. — 3rd Day. Drive to *Botten* in 10-12 hrs. — 4th Day. Drive to *Haukelid-Sæter* in  $2\frac{1}{2}$ -3 hrs.; walk or ride to *Røldal* in 7-8 hrs. — 5th Day. Row to *Horre*, and drive thence to *Odde* in 9-10 hrs. — More than half of the land-journey may be avoided by taking the —

STEAMER from Christiania to *Skien* (4 times weekly, in 11-12 hrs.), another steamer thence to *Ulefos* on the *Nordsjø* (daily except Sundays, in  $2\frac{1}{2}$  hrs.), driving from *Ulefos* to *Strangen* in 3 hrs., taking the steamboat on the *Flaa*, *Hvideseid*, and *Bandak* Lakes (daily except Sundays and Tuesdays) to *Triset* (in 5 hrs.), and driving thence in  $1\frac{3}{4}$  hr. to *Mogen*, on the above-mentioned road, which it is possible to reach on the evening of the second day (comp. p. 25).

THELEMARKEN, one of the most picturesque districts in Norway, extending from the vicinity of *Kongsberg* on the E. to the *Haukelid-Sæter* on the W., and from *Kragerø* on the S. to the *Fjeldsjø* and the *Gavten-Fjeld* on the N., boasts of several beautiful lakes, a number of remarkably fine waterfalls, and much wild mountain scenery, but is traversed by very few good roads, and is therefore comparatively little visited. The inns are almost everywhere of the poorest description except on the two main routes indicated above, but they have improved considerably of late years, and in some cases are really clean and comfortable. Many of the lakes afford excellent trout-fishing, so that, if the pursuit of angling be combined with the exploration of the scenery, several weeks might most pleasantly be devoted to this district alone. Some of the mountains and forests also afford good shooting. Owing to the absence of great thoroughfares, the inhabitants are generally somewhat primitive in character, and their costumes and dwellings are often highly picturesque. Besides the two chief routes through the district, there is another of some importance, leading from *Moen i Siljord* to the S., past the *Nisservand*, to the *Nedenæs Fogderi*, which it enters a little to the S. of the lake, and then running S.S.E. to *Tvedstrand* on the S.E. coast (R. 8).

a. VIA KONGSBERG. From Christiania to *Kongsberg*, and thence to *Lysthus i Hitterdal*, see R. 2. The usual charge on this route for a horse is 1 kr. 60 ø. and carriage 20 ø. per mile.

Pedestrians will be repaid by leaving the high-road  $1\frac{1}{2}$  M. beyond *Hitterdals-Kirke* (p. 20), crossing the river, ascending the \**Himingen*

(3440 ft.), an isolated, pyramidal hill which commands an admirable view in every direction, and descending thence to *Mosebø* (see below), a walk of 7-8 hrs. (guide desirable).

About 1 M. beyond Lysthus the road to the *Tinsjø* (p. 20) diverges to the right (N.), while our route leads to the W. to —

$1\frac{1}{2}$  M.  $\dagger$  **Landsværk i Sauland** (fair station),  $1\frac{1}{4}$  M. short of the old station *Mosebø*. Picturesque scenery.

FROM *MOSEBØ* TO DALE in the *Vestfjorddal*, or *Maanelv Valley* (p. 20),  $3\frac{1}{2}$  M. — Carriage-road to *Bøen* in the *Tudal* 2 M.; thence by a sæter-path across the spurs of the *Gausta* and past the *Langefondestør* to *Dale* in 4-5 hours. A long, but in many respects interesting day's journey. By sleeping at *Bøen* and starting very early next morning, the *Gausta* may be ascended on the way.

Pedestrians may effect a considerable saving by going direct from *Mosebø* through the *Grundingsdal* to *Moen* (see below), a walk of 6-7 hours, but it is preferable to follow the high-road, as the scenery is finer.

As we ascend the valley the scenery becomes wilder and more imposing. Passing a small lake on the left, we next stop at —

$1\frac{1}{2}$  M.  $\dagger$  **Skeje i Hjærdal** (poor station)

From this station the traveller may ascend the \* *Vindegå* (4890 ft.), which commands a magnificent survey of the *Gausta* and other mountains. The route ascends in 2-3 hrs. past several picturesque waterfalls, the parsonage, the *Fyrebøvatn*, and a number of sæters, to the *Præstegaards-Sæter*, from which the summit is reached in 2-3 hrs. more (guide desirable).

The road now ascends to the watershed between the *Hjærdal* and the *Flatdal*. Near the top of the hill a road diverges to the N.W. to (2 M.) *Aamotsdal*, whence paths lead to the *Totakvand* and *Mjøsvand* (p. 21), the former being about  $3\frac{1}{2}$  M., the latter 4 M. from our present route. From *Aamotsdal* another path leads via ( $\frac{1}{2}$  M.) *Rækelid* to (2 M.) *Vaar* (p. 20). Our road turns towards the S. and descends by zigzags, commanding very striking views, to *Flatdal*, with its little church and sprinkling of farms, beyond which is the lake of that name, with the *Skorvefjeld* (4440 ft.) rising in the background. Adjoining the lake is the *Spaadomsnut*, the falling of which into the water, according to local tradition, will be the prelude to the end of the world. The next station is —

$2\frac{1}{4}$  M.  $\dagger$  **Moen i Siljord** (good station), prettily situated on the *Siljordsvand* (400 ft.), a picturesque lake,  $1\frac{1}{2}$  M. in length, traversed 4-5 times weekly by a steamboat. On the N.E. side of the lake rises the *Lifjeld*, on which two French aéronauts descended in 1870, having arrived in their balloon from Paris in 15 hrs.

FROM MOEN TO SKIEN,  $7\frac{3}{4}$  M. (1 kr. 60 ø. per mile). The first stage may be performed by steamer.  $1\frac{1}{4}$  M.  $\dagger$  *Telnes*,  $1\frac{3}{4}$  M.  $\dagger$  *Kleppen*,  $5\frac{1}{8}$  M. (pay for  $1\frac{3}{4}$ )  $\dagger$  *Seboden*, where the *Nordsjø* steamer for Skien may be taken;  $1\frac{3}{8}$  M.  $\dagger$  *Ulefos*, 1 M.  $\dagger$  *Holtan*,  $1\frac{1}{8}$  M. (pay for  $1\frac{3}{8}$ )  $\dagger$  *Kloveland*,  $5\frac{5}{8}$  M. (pay for  $\frac{7}{8}$ )  $\dagger$  *Skien* (p. 69).

About 1 M. from *Siljord* we pass *Brunkebergs-Kirke*, near which a road diverges to the S. to ( $7\frac{1}{8}$  M.) *Hvideseid*, about 8 min. walk beyond which is the pier of the steamer plying on the *Hvideseid* and *Bandaksvand* (p. 26). Our route passes near several considerable lakes, abounding in trout. We next stop at ( $7\frac{1}{8}$  M. from the church) —

$\frac{1}{8}$  M.  $\dagger$  *Berge i Brunkeberg* (poor station), and then cross a range of hills of considerable height to —

$1\frac{1}{4}$   $\dagger$  **Mogen i Høidalsmo** (good station), near which a road diverges to the S. to ( $1\frac{1}{4}$  M.) *Trisæt* on the Bandaksvand (p. 26). In the vicinity are several lakes which are said to afford good fishing. A hilly but very picturesque bye-road leads hence towards the N. to ( $3\frac{1}{4}$  M.) *Rauland* on the imposing *Totakvand* (p. 21). Our route continues to traverse a fine mountainous region, and crosses a hill of considerable height to *Jamsgaard*, whence another rough bye-road leads to (1 M.) *Kosthveit* on the *Totakvand*, nearly opposite Rauland, which may be reached by boat in  $\frac{3}{4}$  hr. (see p. 21).

If time permit, the pedestrian may make an interesting digression from the high-road by quitting it at Mogen, proceeding to Rauland by the road above mentioned, crossing the *Totakvand* to *Kosthveit*, and taking the road thence which rejoins the high road at *Jamsgaard*, a circuit of 5 M. in all, to which a whole day must be devoted. Or a boat may be taken from Rauland to *Brunelid* (about  $1\frac{1}{4}$  M.), whence a mountain-path crosses the hills to *Lillestuen* (about  $\frac{1}{2}$  M.), on the high road,  $1\frac{3}{4}$  M. beyond *Mule*.

2 M.  $\dagger$  *Mule i Vinje* (1500 ft.; poor station), prettily situated near the N.W. end of a small lake. Bridle-path hence towards the S. to the *Børtevand* and ( $1\frac{3}{4}$  M.) *Mo*, whence a road leads to ( $1\frac{1}{2}$  M.) *Dale* on the Bandaksvand (p. 26). Near *Lillestuen* our road reaches the *Tveitvand*, and we soon arrive at —

2 M.  $\dagger$  *Nyland* (poor station), where the scenery becomes wilder and bleaker. About  $\frac{3}{8}$  M. farther are the former stations *Midtreit* and *Guguard* (poor quarters), whence a bridle-path diverges to the N. through the *Gravdal* to ( $1\frac{1}{2}$  M.) *Ødegaard* at the N.W. end of the *Totakvand*, on which a boat may be taken to (2 M.) Rauland (p. 21). Another path leads from Guguard to the S.W. to ( $\frac{1}{2}$  M.) *Flaathøl* and ( $4\frac{1}{2}$  M.) *Jordbrakke* (see below), a very long and fatiguing walk (15 hrs.). The long stage from Nyland to Botten is usually broken by a halt of  $\frac{1}{2}$  hr. at *Flaathøl*.

$\frac{2}{8}$  M.  $\dagger$  **Botten i Grungedal** (2590 ft.; good station) lies on a small lake in a bleak region.

From BOTTON TO STAVANGER. Good walkers (for the path is almost too rough for riding) may here diverge to the S.W. to (4 M.) *Jordbrakke*, a walk of 10-12 hrs., and ( $\frac{5}{8}$  M.) *Roaldkvam* on the *Suledalsvand*. Rowing thence, past *Nes*, whence a path leads to (2 M.) *Botten* on the *Røldalsvand* (p. 25), we land at ( $1\frac{1}{4}$  M.) *Vaage*, and walk or ride thence to ( $\frac{1}{2}$  M.) *Hylen* on the *Hylsfjord*, whence a steamer usually runs every alternate Thursday to Stavanger. Or a boat may be taken from Vaage to (1 $\frac{1}{4}$  M.) *Suledal*, at the S.W. end of the lake, whence a road leads to (2 M.) *Sand*, from which a steamer runs to Stavanger every Thursday (see p. 81).

The road ascends continuously, passing the base of the *Nups-Egg*, where the boundary between the Thelemarken and Hardanger districts is crossed, to the —

$1\frac{1}{2}$  M. (pay for 2)  $\dagger$  **Haukelid-Sæter** (3720 ft.; good accommodation), situated on the wild and desolate plateau of the *Dyrskar*, at the E. end of the small *Staaband*. Considerable fields of snow lie in the neighbourhood, even in the height of summer. The road

is completed to a point about  $\frac{1}{2}$  M. beyond the Sæter, but it is usual to walk or engage a saddle-horse (6 kr.) for the next stage, which occupies 8-9 hrs., passing the *Midtlager* and one of the *Røldals-Sætre*. Imposing mountain-views during the descent.

$2\frac{1}{2}$  M.  $\dagger$  *Berge i Røldal* (poor quarters at the station, or at *Juvet's*, the Lensmand) lies on the small *Røldalsvand* (1230 ft.), surrounded by precipitous mountains. From *Botten*, at the (1 M.) opposite (S.) end of the lake, a bridle-path leads to (2 M.) *Roaldkvam*, on the *Suledalsvand* (see above), whence the traveller may proceed to Stavanger by *Vaage* and *Hylen*. Leaving *Røldal*, we walk, ride, or row to ( $\frac{1}{4}$  M.) *Horre*, where we reach the carriage-road to Odde, for the drive to which the charge is 3 kr. 20 ø. for each horse. The route crosses the *Røldalsfjeld* to —

$2\frac{1}{2}$  M.  $\dagger$  *Seljestad i Odde* (poor station), commanding a series of splendid views, and leads thence to ( $1\frac{3}{8}$  M.)  $\dagger$  *Hildal* and ( $\frac{7}{8}$  M.)  $\dagger$  *Bustetun i Odde*, usually known as *Odde* (see p. 97).

b. VIA SKIEN. As already mentioned, more than half of the route from Christiania to Odde may be performed by water, and the whole journey will in that case occupy 5 days at least, but 8-10 days should, if possible, be devoted to it.

By leaving *Christiania* on a Sunday, a Tuesday, or a Friday at 7 a.m. (according to the present time-tables), starting from *Skien* at 7 a.m. on the following day, and arriving at *Ulefos* about 9.30 a.m., the traveller may drive to *Strangen* in time for the steamer on the *Flaa*, *Hrideseid*, and *Bandak Lakes*, which will convey him to *Trisæt* in about 5 hrs., whence he may drive to *Mogen* in  $1\frac{3}{4}$  hr., and sleep there on the second night. One day at least, however, should be devoted to the beautiful *Bandaks-vand*. Or the traveller may prefer to take the *Nordsjø* and *Hitterdalsvand* steamer all the way to *Hitterdal* (about 7 hrs.), whence he may either make a digression to the *Rjukanfos* (p. 21), or follow the direct route to *Odde*.

From *Christiania* to *Skien*, see R. 8. The steamer traverses part of the *Skienselv*, which is conducted through an artificial channel, passes through the three curious locks of *Løveid*, and enters the *Nordsjø*, a picturesque lake about 4 M. in length.

$2\frac{1}{2}$  M.  $\dagger$  *Ulefos* (\*Station), a prettily situated village, with iron-works of some importance, derives its name from the fine waterfall of that name.

Instead of landing here, the traveller may go on by steamer to ( $1\frac{1}{4}$  M.)  $\dagger$  *Seboden* in 1 hr. more, and drive thence (1 kr. 60 ø. per mile) to ( $\frac{5}{8}$  M.)  $\dagger$  *Kleppen* and ( $1\frac{3}{4}$  M.)  $\dagger$  *Telnæs*, whence a small steamboat plies on the *Sil-jordsvand* (4 times a week) to the ( $1\frac{1}{4}$  M.) upper end of the lake (1 hr.), near which is  $\dagger$  *Moen*, a good station on the main route through *Thele-marken* (p. 23).

From *Søboden* the steamer proceeds to the N. end of the *Nordsjø*, where the scenery is finer than at the S. end, and enters the *Sauerelv*, a river connecting the *Nordsjø* with the *Hitterdalsvand*, another picturesque lake,  $1\frac{1}{2}$  M. in length, at the upper end of which the traveller lands at  $\ddag$  *Thomassen's Hotel* in the *Hitterdal*, about 1 M. from *Lysthus* (see p. 19).

Landing at *Ulefos*, we now drive (1 kr. 60 ø. per mile) to (1 M.)  $\dagger$  *Lundefaret* and (1 M.)  $\dagger$  *Strangen* (tolerable station) on the *Flaa-vand* (220 ft.), the steamer on which conveys us to ( $1\frac{1}{2}$  M.) *Fjaage-*

*sund* at the upper end of the lake, where it enters the river connecting the Flaavand with the **Hvidesø**. At the upper end of this fine lake lies ( $1\frac{1}{4}$  M.) *Hvideseid* or *Kirkebø* (fair station, about 7 min. walk from the pier), very prettily situated, and boasting of one of the oldest churches in Norway.

FROM HVIDESEID TO TVEDESTRAND ( $1\frac{3}{8}$  M.) OR ARENDAL ( $1\frac{1}{4}$  M.). This is the least interesting of the three principal routes by which Thelemarken may be entered or quitted, but is by no means devoid of attraction. The road ascends rapidly (1 kr. 60 ø. per mile), and then descends to ( $1\frac{1}{4}$  M.) *Strand i Vraadal*, a little to the W. of which lies the *Vraavand* (830 ft.), another of the picturesque lakes in which Thelemarken abounds. Our route now turns to the S. and skirts the E. bank of the *Nisservand* (825 ft.), a fine sheet of water,  $3\frac{1}{2}$  M. long, affording good trout-fishing. The next two stages may be performed by the small steamer which plies on the lake. The following stations are (2 M.) *Tveit*, (2 M.) *Tvedtsund i Nissedal*, a little beyond which the 'Fogderi' of Thelemarken is quitted and that of *Nedenæs* entered, (2 M.) *Øi*, ( $1\frac{1}{8}$  M.) *Neergården* (fair station), ( $1\frac{1}{4}$  M.) *Simonstad i Aamlid*, ( $1\frac{5}{8}$  M.) *Uberg*, ( $1\frac{3}{8}$  M.) *Tvede*, ( $1\frac{1}{2}$  M.) *Tvedestrond* (p. 70). From Tvedestrond one steamer weekly runs direct to Christiania (Fridays, in 15 hrs.), and one weekly to Christiansand (Wednesdays, in 7 hrs.), while small steamers ply almost daily to the *Dyngsø* and the *Borø* in correspondence with the larger coasting steamers to Christiania, Christiansand, and Bergen. The traveller bound for Christiansand will, however, find it preferable to drive direct from Uberg (see above) to ( $1\frac{3}{4}$  M.) *Brakke* and ( $\frac{7}{8}$  M., pay for  $1\frac{1}{8}$ ) *Arendal* (p. 70), whence a small steamer runs daily, except Mondays, at 8 a.m. to Christiansand (in 6 hrs.), while the larger coasting steamers also touch here, conveying passengers daily to Christiansand and to Christiania.

Beyond Hvideseid the steamer passes through the narrow channel connecting the Hvidesø with the highly picturesque **\*Bandaksvand** (225 ft.), a lake upwards of 2 M. in length, enclosed by imposing mountains of considerable height, and well stocked with trout and other fish. Among the rocks on the N. bank, with their sharply defined outlines, two are known as *St. Olaf's Ship* and the *Monk and Lady* respectively. The latter bears a fanciful resemblance to a hooded friar blessing a lady kneeling before him. On the N. bank, a little more than halfway up the lake, lies *Trisæt i Laurdal* (\**Station; Sanatorium*), beautifully situated amidst rich vegetation which contrasts admirably with the frowning mountains we have just passed. Landing here about  $1\frac{1}{4}$  hr. after leaving Hvideseid, we now drive (1 kr. 60 ø. per mile) through fine scenery to ( $1\frac{1}{4}$  M.) *Moen i Siljord* (p. 23), where we join the high road from Kongsgberg to the Hardanger.

Before quitting the beautiful Bandaksvand, on the banks of which several days may be very pleasantly spent, the traveller should if possible go on by the steamer to *Dale* (\**Inn*), situated at the head of the lake, about  $\frac{3}{4}$  M. beyond Trisæt, which affords good headquarters for angling and excursions. A favourite excursion from Dale is to the hamlet of *Eidsborg*, lying 2000 ft. above it, where a manganese quarry and an ancient timber-built church are objects of interest, and thence to **\*Ravnejuvet**, or *Ravnedjupet*, 1 M. from Daleen, a perpendicular rock, about 1100 ft. in height, overhanging the turbulent *Tokeelv*, and commanding a fine view of the district of *Næsland*. From Eidsborg roads lead to ( $1\frac{1}{2}$  M.) *Mogen* on the main road through Thelemarken (p. 24), and to ( $1\frac{3}{4}$  M.) another point on the same road a little to the E. of the *Vinje Lake*. On the latter road lies *Gjelhus i Næsland*, where there is a very old timber-built

'Stabbur' or store-house, bearing the date 1115. About  $\frac{3}{4}$  M. to the W. of Ravnejuvet (bridle-path) is *Mo* on the *Børtevand*, a lake  $\frac{3}{4}$  M. long, from the N. end of which (reached by boat) a forest-path leads across the hills to *Vinje* (p. 24) in about an hour. — From *Mo* a mountain-path leads to *Breve* in the Sætersdal (p. 74), about 5 M. distant.

On the Bandaksvand, opposite to Trisæt, and  $\frac{1}{4}$  M. distant from it, is **Bandakslid**, whence the hill is crossed by a series of very remarkable zigzags to the ( $\frac{3}{4}$  M.) *Vraavand*, which is connected by a river with the *Skredvand*, a lake lying several hundred feet higher. Not far from the road this river forms a picturesque fall, known as the "*Lille Rjukanfos*. Farther on ( $1\frac{1}{2}$  M. from Bandakslid) is *Haugene*, beyond which are *Veum* and (2 M.) *Moland*,  $\frac{1}{8}$  M. from the *Fyrivand*, on which a small steamboat plies. Between *Veum* and *Moland* the *Bispevei* diverges to the W. to (5 M.) *Valle* in the Sætersdal (p. 73), a very rough walk of 12-13 hrs. — From the S. end of the *Fyrivand*, a lake upwards of  $2\frac{1}{2}$  M. long, a path leads in about 3 hrs. to the S. end of the *Nisservand* (p. 26).

#### 4. From Christiania to Lærdalsøren.

The chief land-routes from Christiania to Bergen are three in number. One of these, via Kongsberg, or via Skien, and Odde on the Hardanger Fjord, has been already described. The two others lead through the Hallingdal and Valders respectively to Lærdalsøren on the Sognefjord. The route via Odde, although exceedingly attractive, is comparatively rarely selected, as one of the stages has still to be performed on horseback or on foot. By either of the two others the traveller is conveyed the whole way to Bergen by train, steamer, and carriage. By the Hallingdal route it is possible to perform the whole journey to Bergen in 5-6 days, but for any of the other routes 6-7 days at least are required.

To the N. and N.W. of Christiania lie the four important lakes *Mjøsen*, *Randsfjord*, *Spirillen*, and *Krøderen*, running from N. to S., and nearly parallel with one another. The S. end of each of these lakes is reached from Christiania by railway. The steamer on Lake Krøderen then conveys us to the beginning of the Hallingdal route, while steam-boats on the other lakes take us to different points of the Valders route. The Hallingdal route, being the more direct (3-4 days to Lærdalsøren), is described first, but the Valders route, whether begun via Lake Spirillen, the Randsfjord, or Lake *Mjøsen* (4-5 days to Lærdalsøren), is by far the more attractive, and the stations are more comfortable. In each case the journey is divided into days of 10-12 hrs. each, but an additional day or two should, if possible, be devoted to it. If, however, the traveller is much pressed for time, it is possible, by travelling 14-18 hrs. a day, to reach Lærdalsøren from Christiania via the Hallingdal in 2 days (spending the night at Rolfshus), or via the Randsfjord and through Valders in 3 days (spending the first night at Tomlevolden or at Sveen, and the second at Tune or at Skogstad). As to the 'diligence', see Route 4, ii, a; p. 35). The Spirillen and Randsfjord routes are, on the whole, the most interesting, owing to the additional attractions of the pretty Tyrifjord and the imposing Hønefoss. If time permit, the traveller may become acquainted with all the attractions of the Valders route by proceeding from Christiania to Gjøvik on Lake *Mjøsen*, driving to Odnæs, taking the steam-boat to the Randsfjord railway-station, visiting Hønefoss and Krogklevan, and then continuing his journey by the Spirillen route. As almost all the stations on these different routes are either comfortable or at least very tolerable, the traveller may divide the journey as best suits his convenience. The stations to be avoided as affording little or no accommodation on the Hallingdal route are Aavestrud, Bortnæs, and Kleven, and on the Valders route Stee and Blaaflaten. In the height of the travelling season an early start should always be made in order that the station where the night is to be spent may be reached as early as possible, with a view to secure rooms, or, if necessary, to go on to the next station. Among

the pedestrians who traverse the favourite Valders route a considerable number of Norwegian ladies will be observed.

The grandeur of the scenery increases as the traveller proceeds from E. to W., so that one of the following routes should be selected in going to Bergen, while the return-journey may be either made by way of the Romsdal, or by Throndhjem and the railway, or by sea round the S. coast.

### i. Hallingdal Route.

*By Lake Krøderen, through the Hallingdal and Hemsedal, and over the Hemsedalsfjeld.*

31 M. RAILWAY to (10<sup>3</sup>/<sub>4</sub> M.) *Krøderen* in 5<sup>1</sup>/<sub>2</sub> hrs. (two trains daily; fares 6 kr. 40, 3 kr. 75 ø.). STEAMER thence to (3<sup>3</sup>/<sub>8</sub> M.) *Gulsvik* daily in 2<sup>1</sup>/<sub>2</sub>-3 hrs. (fare by the new steamer 'Krøderen' 2 kr. 60 ø.). The Gulsvik station is 1/8 M. from the pier. Thence by a good, but at places very hilly road to (16<sup>3</sup>/<sub>4</sub> M.) *Lærdalsøren*, in 2-3 days. The pleasantest way of dividing the journey is as follows: (1st Day) From Christiania to Gulsvik. (2nd) From Gulsvik to Rolfshus. (3rd) From Rolfshus to Breistølen or Hæg. (4th) Thence to Lærdal. Or the first night may be spent at Næs, the second at Bjøberg, and the third at Lærdal. The charge for a horse and carriage is 1 kr. 80 ø. per mile at all the stations on this route. Adding to this the usual gratuity of 15-20 ø. per mile, the total cost of horses and carriages from Gulsvik to Lærdal is about 35 kr. for each person. For a carriage with a hood, and a pair of horses ('Caleschvogn'), for two persons, 100 kr. is the usual fare, to which must be added a gratuity of 5-6 kr.

The most direct route from Christiania to the Sognefjord is through the Hallingdal, and the new Bergen and Vossevangen railway is to be continued through this valley; but the scenery is inferior to that on the Valders route. The lower part of the Hallingdal is somewhat monotonous in character, while the greater part of the Hemsedal is very bleak and dreary. From the upper ramifications of the Hallingdal diverge several wild mountain-passes to the Sognefjord and Hardanger Fjord, but the traveller who crosses them must be prepared for privations. The name of Hallingdal is applied not merely to the valley itself, but to all the numerous lateral valleys from which streams descend to the *Hallingdalselv*, that is, to the entire district which is bounded on the N. and E. by Valders, on the S. by the Numedal, and on the W. by the Hardanger region.

Owing to the long isolation of this district, and especially of its side valleys, from the rest of the world, many of its old Norwegian characteristics have survived; and the traveller will often meet with curious old buildings, carved wooden tankards and furniture, and picturesque costumes. The people are remarkable for the tenacity with which they adhere to their ancient customs and numerous traditions, many of which may here be traced to their historical origin. Of this district it has been said that 'the knife lies loosely in its sheath', and the inhabitants unfortunately still sometimes betray the irascible and passionate disposition which used to find vent in the 'girdle duel', where the combatants ('Bættespander') were bound together with their belts and fought with their knives. As an outcome of this excitable temperament may be mentioned the wild *Hallingdans* or *Springdans*, accompanied by a weird kind of music ('Fani-tullen') which has been ascribed to satanic influence. — In connection with this subject the reader is referred to the following works: 'Norsk Lyrik', Christiania, 1874, containing 'Asgaardsrejen', a poem by *Weithaven*, and 'Fanitullen', another by *Moe*; 'Søgnir fra Hallingdal' by *E. Nielsen*; and 'Norske Bygdesagn' by *L. Daae*.

Railway from Christiania to (6,<sub>2</sub> M.) *Hougsund*, see R. 2. The train continues to ascend the *Drammenselv*, which forms a number of picturesque waterfalls and cataracts, and we enjoy a succession of beautiful views. The river is crossed several times. 6,<sub>7</sub> M. *Burud*. At (7,<sub>1</sub> M.) *Skotselven* the train crosses the Drammenselv,

which here forms the *Døviksfos*, and next stops at (7,6 M.) **Aamot**, on the left bank of the river. On the opposite bank are seen the waterfall of the *Simoa*, a tributary of the Drammenselv, and the *Nykirke*. The scenery at this point is remarkably fine. A little farther on is the influx of the *Snarumselv*, the river descending from Lake Krøderen and the Hallingdal. Recrossing to the right bank, the train next stops at (8,1 M.) **Gjethus**, near which is the *Gravfos*, and then at (8,5 M.) **Vikersund**, situated at the point where the river issues from the *Tyrfjord* (p. 46). A bridge crosses the river here to the church of *Heggen*, from which a road leads along the S. bank of the Tyrfjord to the *Holsfjord*, the S.E. arm of the lake.

A pleasant drive may be taken from Vikersund (carriages at the station, or at the neighbouring posting station *Krona*) to (3/8 M.) **St. Olafs-Bad** at *Modum*, now the most frequented watering-place in Norway, with a chalybeate spring, mud-baths, inhaling apparatus, and other appliances. The beautiful forests in the environs, the picturesque views of Ringerike and the Tyrfjord, and the *Kaggefoss* and other falls of the Snarumselv are among the chief attractions of the place. This district is moreover the scene of many traditions connected with St. Olaf. About 1/2 M. to the W. are the *Cobalt Mines of Modum*, worked by a German company.

From Vikersund, where we change carriages, a branch-line conveys us to (9,6 M.) **Snarum** and (10,8 M.) **Krøderen** (*Restaurant*; \**Inn*, opposite the station, clean and comfortable), prettily situated near the *Sundvolden* posting station at the S. end of **Lake Krøderen** (430 ft.), and near the efflux of the Snarumselv, which falls into the Drammenselv near Aamot. The steamboat-pier is 10 min. walk from the station and inn. The new steamer '*Krøderen*' (with restaurant on board) usually starts at 1 p.m. daily, reaching Gulsvik at 3.30, while the older '*Haakon Adelsteen*' starts at 9.15 p.m. and takes 3½ hrs. to reach Gulsvik. The lower part of the lake is narrow and shallow, and its banks are smiling and tolerably well cultivated; but it afterwards expands, and the scenery assumes a more mountainous character, especially beyond *Næs*, where the imposing *Norefjeld* rises on the left, nearly 5000 ft. above the lake. Seen from Krogkleven (p. 13), this mountain forms a conspicuous object in the N.W. horizon. The district traversed between Drammen and this point is that of *Buskerud*, and shortly before reaching Gulsvik we enter the *Hallingdal Fogderi*, which includes the *Hemsedal* and extends to a point between *Bjørberg* and *Breistølen*. On arriving at —

† **Gulsvik** (14⅓ M. from Christiania) travellers walk or drive up to the \**Station*, nearly 1/8 M. from the lake, and prettily situated 50 ft. above it. The '*Krøderen*' usually returns hence at 9 a.m., and the '*Haakon Adelsteen*' at 11.15 a.m. daily. In the neighbourhood are the *Monsastue*, a fine old timber-built house ('*Bjelkestue*'), and several other buildings of the 16th and 17th centuries. Gulsvik, though presenting no particular attraction, is a good place for spending the night. The next suitable station, to which travellers arriving at 3.30 p.m. may drive the same evening

(in about 5 hrs.), is *Næs* (see below). The road follows the W. side of the valley of the *Hallingdalselv*. It is nearly level all the way to *Næs*, and the greater part of it is new and well constructed as far as *Tuf*.

$1\frac{1}{4}$  M.  $\dagger$ *Aavestrud*. The scenery is pleasing, though somewhat monotonous. The road passes several lake-like expansions of the *Hallingdalselv*, on one of which, known as the *Brummavand* (575 ft.), upwards of 1 M. long, is situated —

$1\frac{5}{8}$  M.  $\dagger$ *Børtnæs*. At the upper end of the lake we next reach —

1 M.  $\dagger$ *Næs* (\**Station*), a considerable village, with a handsome church, a jail, and a number of shops.

FROM NÆS TO LAKE SPIRILLEN, about 4 M., a walk of 10-11 hrs. (guide unnecessary). A well-defined sæter-path ascends to the E. to *Lake Stræn*, which affords good fishing (quarters for the night at one of the sæters) in 3-4 hrs., and by *Djupedal* in 3-4 hrs. more to *Ildjernstad* (p. 49), whence *Næs* in the *Aadal*, at the head of Lake Spirillen, is about 2 M. distant (comp. p. 49).

Another sæter-path ascends the mountains to the W. of *Næs* to (2 M.) the *Tunhøvdafjord* in about 6 hrs. (p. 18).

Travellers and goods were formerly often conveyed down the river by boat to *Gulsvik*, in order to avoid the excessively hilly old road; but the trip is now very rarely made, as the drive on the excellent and nearly level new road takes a much shorter time. The channel of the river is stony, and the stream very rapid at places, the greatest fall being at *Sevre*, and it is not easy to find experienced boatmen; but the journey is unattended with danger when the river is moderately full, and to some travellers will be an enjoyable novelty. The trip takes about 6 hrs. (boat 8-10 kr.).

Above *Næs* the scenery continues to be of a pleasing character. About halfway between *Næs* and *Viko* the road crosses to the left bank of the river. Near *Viko* the valley trends towards the W.

$1\frac{3}{4}$  M.  $\dagger$ *Viko* (700 ft.) lies a little above *Haftun*, which was formerly the station. Adjoining *Viko* is \**Rolfshus* (\**Sørensen's Hotel and Pension*, with garden; civil landlord, who speaks English), a pleasant resting-place, beautifully situated on the *Hallingdalselv*, about  $1\frac{1}{8}$  M. below the influx of the *Hemsila*. The river affords tolerable fishing here, and the *Tesleid-Vand*, a large lake among the mountains,  $1\frac{1}{2}$  M. to the N. (see below) is said to be abundantly stocked with trout.

FROM VIKO TO THE VALDERS ROUTE (about 4 M.). The path ascends very steeply for  $1\frac{1}{4}$  M., and then gradually for 1 M. more to the *Fjeld-vidde* ('table-land'), passing several sæters. The *Tesleid-Vand* (2800 ft.; about 1 M. in length), a lake which here forms the boundary between the *Hallingdal* and *Valders* districts, is then crossed by boat, after which we descend to (2 M.) *Slende*, a farm-house on the *Strandefjord*, cross the lake by a long bridge to *Ulnæs-Kirke*, and proceed thence either up the *Aurdal* to ( $3\frac{1}{4}$  M.) *Reien*, or down the valley to ( $1\frac{1}{2}$  M.) *Fagerlund* (p. 39).

About  $1\frac{1}{8}$  M. above *Rolfshus* the *Hallingdalselv* is joined by the *Hemsila*, descending from the N.W., while the former river descends from the Upper *Hallingdal*, from the W. (p. 32). The road soon crosses the *Hemsila*, which here forms a fine waterfall, beyond which, near the church of *Gol*, our route quits the *Hallingdal* and ascends the *Hemsedal*, or valley of the *Hemsila*, mount-

ing the tedious *Golsbakker* in long windings. Beyond ( $\frac{7}{8}$  M.) *Løstegaard* (1440 ft.) the road crosses the river and follows the E. side of the valley, passing several farms. The W. side and the bottom of the valley are uncultivated. About  $\frac{1}{2}$  M. farther we reach the poor station of —

$\frac{13}{8}$  M. (pay for  $\frac{13}{4}$ , but not in the reverse direction)  $\dagger$ *Kleven*, where the scenery becomes uninteresting, and  $\frac{3}{8}$  M. beyond which is *Ekre* (2600 ft.).

FROM *EKRE* TO THE *VALDERS ROUTE* (about 4 M.). A rough sæter-path ascends from *Ekre* to the 'Heier', passes the *Vannen-Vand* and the *Storsjø* at the base of the huge *Skogshorn* (5650 ft.), traverses the district of *Lykkja*, with its scattered houses, and leads to the ( $\frac{13}{4}$  M.) *Fosseim-sæter*, at the S. end of the long *Svensken-Vand* (2860 ft.; good fishing), built for the use of travellers and anglers. Crossing the lake by boat, and passing several sæters, we then descend to the *Fosseimgaard* in *Valders* and cross the bridge to (2 M.) *Reien* (p. 40).

Another route to *Valders* diverges from our road at *Ulsaker*, between *Ekre* and *Tuf*, ascends past the base of the *Skogshorn* to the *Helsingvand*, skirts the E. bank of the *Hundsendvand*, and leads to the *Grunken-Gaard*, where it crosses the river falling into the *Svensken-Vand*. It then leads along the *Smaadøla*, past the base of the *Grindefjeld* (5600 ft.) to the N. end of the *Helevand* and the *Vasends-Sæter*, and descends to *Tune i Vang* (p. 41), about  $\frac{4}{2}$  M. distant from *Ekre*.

Beyond *Ekre*, on the opposite bank of the *Hemsila*, we observe a frowning and furrowed spur of the *Reensfjeld* (6000 ft.), over which are precipitated four small waterfalls, descending from a mountain-lake, and uniting into a single imposing cascade during the melting of the snow. The road passes through *Kirkebø*, an uninviting village clustered round the dilapidated red wooden parish church (*Hemsedals-Kirke*), and  $\frac{5}{8}$  M. farther reaches the station of —

$\frac{17}{8}$  M.  $\dagger$ *Tuf* (\*Station, moderate; *Gaard Fauske*, 3 min. from the road, a fair country inn), at the confluence of the *Grøndøla* and the *Hemsila*. The rivers, and a lake  $\frac{1}{2}$  M. distant, afford tolerable fishing, and reindeer abound among the neighbouring mountains.

FROM *TUF* TO *NYSTUEN* (about 5 M.). A tolerable road leads for  $\frac{5}{8}$  M. into the *Grøndal*, the valley of the *Grøndøla* opening on the N., after which a bridle-path, passing several sæters, traverses the *Mørkvandal* and crosses the mountains, where reindeer are frequently seen, to *Nystuen* on the *Valders route* (p. 42).

Near *Tuf* the *Hemsila* forms the *Rjukande Fos* ('foaming fall'). All traces of cultivation now cease, and a few scattered sæters replace the farms of the lower part of the valley. The road ascends rapidly, and for the next 4 M. traverses an exceedingly bleak and desolate region, this part of the valley of the *Hemsila* being called the *Mørkedal*. This stage, being unusually long and hilly, takes fully 3 hrs.

$\frac{17}{8}$  M. (pay in the opposite direction for  $\frac{23}{4}$ )  $\dagger$ *Bjøberg* (3320 ft.; \*Station, small and primitive; civil people and good food; excellent headquarters for reindeer-stalking; pair of antlers 8-10 kr.), the last station in the *Hallingdal*, is a solitary gaard in a

wild and dreary situation, at the foot of the *Hemsedalsfjeld*. About  $\frac{3}{4}$  M. farther on we pass a column marking the boundary between the 'Stift' of Christiania and that of Bergen, and situated near the highest point of the road (about 3500 ft.), beyond which we skirt the *Eldre-Vand* on the right. The road then descends rapidly to —

$\frac{13}{8}$  M. (pay for 2 in either direction)  $\dagger$  **Breistølen** (\**Station*, unpretending, but good), beyond which there is an almost continuous and latterly steep descent, passing several waterfalls, to the bridge of *Børlaug* on the Valders route (p. 48). From Tuf over the *Hemsedalsfjeld* to this point (about 4 M., for which 8 hrs. should be allowed in either direction) the scenery is very wild and bleak, but the road now enters the highly picturesque valley of the *Lardalselv*. A little below the bridge is —

$\frac{11}{8}$  M. (pay for  $\frac{13}{8}$ , but in the opposite direction for  $\frac{16}{8}$ )  $\dagger$  **Hæg** (\**Station*), see p. 43.

#### UPPER HALLINGDAL.

The *Hallingdal* in the narrower sense, or main valley (*Hoveddalføret*), ascends to the W. from Viko (p. 30) to the wild and desolate regions of the *Hallingskarv*, the mountains forming the S. prolongation of the *Fillefjeld* and the *Hemsedalsfjeld*, and across which paths lead N.W. to the *Sognefjord* and S.W. to the *Hardanger Fjord*. With this district are associated some of the most famous of Norwegian sagas, such as that of the *Villand* family, and the inhabitants retain more of their ancient characteristics than those of almost any other part of Norway. With the exception of the higher mountains, however, the scenery is neither very picturesque nor imposing. About  $\frac{3}{4}$  M. above Viko a halt of  $\frac{1}{2}$  hr. is made at *Ellefsmoen*, beyond which we reach —

$\frac{7}{8}$  M. (from Viko)  $\dagger$  *Nubgaarden i Torpe*, near which is the old timber-built *Church of Torpe*.

$\frac{7}{8}$  M.  $\dagger$  *Sundre i Aal* (a very fair station). In the vicinity are the interesting *Church of Aal* and the curious old houses known as the *Gretastue* and *Thingstue*. The road then skirts the *Strandfjord*, to the S. of which rises the *Sangerfjeld* (3855 ft.), and then divides into two branches. The branch to the S.W. leads to ( $\frac{15}{8}$  M. from Sundre) *Hammersbøen* in the *Ustdal*, whence a path crosses the mountains to the *Hardanger*, while the branch to the N.W. leads to the station of ( $\frac{15}{8}$  M.)  $\dagger$  *Neraal*, with the church of *Hol*, from which there is a path to the *Sognefjord* (p. 33).

1. ROUTE TO THE HARDANGER (4- $4\frac{1}{2}$  M.). Near *Hammersbøen* is the *Raaen-Gaard*, the property of *Sander Raaen*, who is said to have collected no fewer than 6000 of the old Norse words to be found in Ivar Aasen's dictionary. From *Hammersbøen* we ride or walk up the *Ustdal* to ( $1\frac{1}{2}$  M.) **Tufte**, the highest gaard in the valley (unpretending quarters).

The huge *Hallingskarv* is sometimes ascended from this point. The

E. peak (6330 ft.) is reached by ascending the course of the *Eimeheia*, while the W. peak (6440 ft.) is scaled from the W. end of the *Ustavand*. View not picturesque, but very extensive, especially from the latter, embracing the Hardanger Vidde and other mountains.

Two paths, the *Northern* and the *Southern*, lead from Tufte to *Maurset*, the highest gaard on the Hardanger side. The latter is the shorter, but the seters are farther apart. By either route the journey may be performed in one day.

*Northern Route.* The well-defined sæter-track ascends the course of the *Ustaælv*, crosses it  $\frac{1}{8}$  M. below its efflux from the *Ustavand*, and leads to the *Rennesdals-Sæter* and *Hornesb-Sæter*. Pedestrians had better sleep at the latter, and start thence early next morning. Imposing view of the Hallingskarv with its bold precipices. We now follow the *Skarvaa* and skirt the *Monsbuheia*, commanding a view of *Monsnuten*, round which the path leads to a hut on the *Ørterenvand*. We cross the river and follow the *Krækjaheia* to a ford ('Vadested') between the *Store* and the *Vesle Krækjavand*, skirt the *Halnekolle* (see below) on the N. side, cross the boundary of Bergens Stift, and reach the *Olafsbuvand*. The path then follows the *Kjelda* to the *Indstesæter* on the *Sysenvand*, whence it leads to the gaards of *Maurset* and *Høl*, from which last (p. 94) the *Vøringsfoss* may be visited.

*Southern Route.* This track crosses the *Ustaælv* to the S. of Tufte and passes the *Brendesæter* (quarters for the night, if necessary), to the S. of the *Ustatind*. It then leads towards the W. to the *Gronaelv*, and crosses the *Krækjaheia* to the ford between the *Krækjavand* and *Krækjatjern*, near which is the *Halnekolle*, with two miserable cattle-huts (*Fælæger*). Passing the *Dyretjern*, we may now either cross the *Gjerenut* (commanding an extensive view), or go round its base, to the *Storliensæter* on the *Bjoreia*. The path follows the latter, crosses the *Leira* which descends from the *Sysenvand*, and descends to *Maurset*. This route also commands a grand view of the Hallingskarv and the Hardanger-Jøkul.

As to the *Hardanger Vidde*, see R. 11 (p. 101).

2. ROUTE TO THE SOGNEFJORD (about  $7\frac{1}{2}$  M.;  $2\frac{1}{2}$  days). This is one of the finest mountain-expeditions in Norway. We start from *Neraal* (or *Nedreaal*), with the interesting church of *Hol*, situated between the *Holsfjord* and the *Høvelfjord*. To the W. towers the *Hallingskarv*. The church of *Hol* should, if possible, be visited on a Sunday, when many picturesque old-fashioned costumes are still worn by the peasantry. At the end of the *Høvelfjord* lies the *Gaard Villand*, the ancient seat of the famous and turbulent family of that name (the *Villandsæt*), who had another residence at Tufte ('*Villandstufte*'), the place mentioned above. About  $\frac{1}{2}$  M. above Villand the road turns to the W. and leads past the *Sunddalsfjord* to the *Gudbrandsgaard*, to which driving is practicable (good quarters). The sæter track leads hence to the *Garlidsæter*, and along the *Øvre Strandefjord*, a lake 1 M.

in length, on which are several sæters, to *Ulevasbotten* (tolerable quarters), the last Hallingdal sæter. The Hallingskarv remains in sight the greater part of the way. The actual mountain-pass to the Sogn district, about  $1\frac{1}{2}$  M. in length, begins here. It is probable that the original inhabitants of the Upper Hallingdal crossed the mountains thither from the coast, just as Valders was originally peopled from Lærdal. These valleys therefore belonged to the ancient jurisdiction of the *Gulathingslag* (p. 66). The path then ascends rapidly to the *Skard* ('gap') between the *Ulevan-nut* on the E. and the *Sundhellerfjeld* on the W., crosses the *Bolhøvde*, where the direction is indicated by heaps of stones, and leads to the *Stenbergdal* in the *Vasbygd*. The first night had better be spent at the *Øjums-Sæter* here (2933 ft.; good quarters). Passing the *Nøsetsæter*, we next pass the mountain-hamlet of *Aurland*, and descend the formidable pass of the *Nestbøgalder*, partly by a perpendicular ladder, and partly by a path borne by iron rods driven into the rock, to *Gaard Nestbø*. The route then follows the *Nestbødal* (or a short-cut may be taken by the dizzy *Bjøllstig*) to *Gaard Sønjereim* (second night). — On the third day the path leads in about 5 hrs. down the *Sønjereimsgalder* and along a rapid stream to the *Vasbygdvand*, which we cross by boat. From *Vasenden* to *Aurlandsvangen* is about  $\frac{1}{2}$  M. more. See p. 58.

Two other routes lead from *Ulevasbotten* to the W.: one to the S. of the Hallingskarv and through the *Finsedal*, leaving the *Hardanger Jøkul* to the S., then passing the *Ose Skavl*, and terminating near *Ulvik* at the head of the *Osefjord*, a branch of the Hardanger Fjord (p. 92). The other path crosses the *Gjeiterrygen*, skirts the *Vesterdøla* between the *Hallingskarv* and the *Vargebræ*, traverses the *Moldaadal*, crosses the *Vossekarv* to the head of the *Rundal*, and finally descends to *Vossevangen* (p. 61). Each of these routes, however, is about 10 M. in length, and they traverse inhospitable mountain-solitudes where the traveller must spend one if not two nights in the open air, so that they are very rarely undertaken. — These 'Vidder' were traversed by King Sverre with his 'Birkebeiner' in 1177, when they narrowly escaped perishing of cold and hunger. — The second route is that which the Bergen and Vossevangen Railway will take to the Hallingdal and Lake Kræderen.

## ii. *Valders Route.*

*Viå the Strandefjord, Vangsmjøsen, and Fillefjeld.*

As already mentioned, this route may be approached from Lake *Mjøsen*, from the Randsfjord, or from *Spirilien*, so that there are three distinct routes from Christiania to the district of Valders. The whole route from Christiania to Lærdalsøren viå Lake *Mjøsen* will be described first (a), and the Randsfjord (b) and *Spirilien* (c) routes will then be given as far as the points where they respectively join the Valders road.

## a. LAKE MJØSEN ROUTE TO VALDERS.

*Through Valders and over the Fillefjeld to Lærdalsøren.*

$3\frac{1}{4}$  M. — RAILWAY to *Eidsvold* (6 M.) in  $2\frac{3}{4}$ - $3\frac{1}{4}$  hrs. (fares 4 kr. 80, 3 kr. 20, 1 kr. 60 ø.). STEAMBOAT thence to *Gjøvik* ( $5\frac{1}{4}$  M.) in 5 hrs. (fares 3 kr. 5, 2 kr. 5 ø.). DILIGENCE (in 1878) from *Gjøvik* to *Odnæs* ( $3\frac{5}{8}$  M.) daily (at 6 p.m.) in  $4\frac{3}{4}$  hrs. (fare 6 kr. and fee); and thence to *Lærdalsøren* ( $19\frac{3}{4}$  M.) 4 times a week (Mon., Tues., Frid., Sat. at 6 or 7 a.m.; returning from *Lærdalsøren* on Sun., Mon., and twice on Thurs., in each case at 7 or 8 a.m.) in 2-3 days (fare 35 kr. and fee).

The so-called 'diligence' consists of one or more carriages, each drawn by two or three horses, and with seats for 4 passengers. The fare for one person is slightly less than that for a horse and carriage. Each passenger is allowed 40 lbs. of luggage. Travellers from Christiania spend the first night at *Odnæs* and the second at *Tune*, except by the Tuesday diligence from *Odnæs*, when the second night is spent at *Reien* and a third night at *Nystuen*. (In the reverse direction the first night is spent at *Tune*, and the second at *Odnæs*, except by the second Thursday diligence from *Lærdalsøren*, when the first night is spent at *Nystuen*, the second at *Fagerlund*, and a third at *Odnæs*.) Seats may be engaged a fortnight in advance by writing to Hr. Kand. Jur. Fahlstrøm, *Gjøvik*, or to Hr. Expeditor Wisting, *Odnæs*, or to Hr. Lensmand Andresen, *Lærdalsøren*, and at the same time prepaying the fare. In the height of the travelling season the diligences are often full, and the small inns where they stop for dinner or put up for the night are of course crowded. They can therefore only be recommended either at a very early or late period of the season, or when a party of 2-4 persons engages all the seats in one vehicle for the whole journey (in which case the driver may be induced slightly to modify the usual time-table). In ordinary cases, however, the diligence is to be avoided, the sole advantages it offers being a trifling pecuniary saving and the avoidance of disputes as to fares, which are more than counterbalanced by the loss of independence and diminution of comfort.

Most travellers will therefore prefer to travel from *Gjøvik* to *Lærdalsøren* (23 M.) by carriage or carriage. The charge for a horse and carriage the whole way is 1 kr. 80 ø. per mile, besides which the 'Skydsgut' expects a fee of 15-20 ø. per mile, so that the whole journey costs about 46 kr. for each person. All the stations are 'fast'. For a carriage-and-pair, with a hood, holding 2-3 persons with moderate luggage, the usual charge is 120-150 kr., and a fee of 4-6 kr. to the driver. By carriage the journey may be conveniently divided thus: — 1st Day. On arriving at *Gjøvik* by steamer at 5.46 p.m., drive to *Lien* or to *Granum* in  $3\frac{1}{2}$  hrs., or to *Skeien* in 5 hrs. — 2nd Day. From *Lien* or *Granum* to *Fagerlund* in 12-13 hrs., or from *Skeien* in 9-10 hrs. — 3rd Day. From *Fagerlund* to *Nystuen* in 12-14 hrs. — 4th Day. From *Nystuen* to *Lærdalsøren* in 8-10 hrs. — In each case the usual duration of the journey, including stoppages, is given. If the start be made from *Gjøvik* early in the morning, the stages will be (1) *Frydenlund*; (2) *Skogstad*; (3) *Lærdalsøren*. If a carriage with the same horses be engaged for the whole route, four days at least must be allowed for the journey. As almost all the stations on this route are good, it may be mentioned here that the only places to be avoided as night quarters are *Stee* and *Blaaflaten*.

The SCENERY is beautiful almost the whole way from Christiania to *Lærdalsøren*, and at places exceedingly picturesque and striking. The finest part of the route, which will even reward the pedestrian, is from *Frydenlund* to *Husum* ( $12\frac{1}{2}$  M.).

The RAILWAY JOURNEY carries us at first through interesting scenery. To the left we survey Christiania, and the conspicuous suburb of *Østre Aker*, and to the right the *Egeberg* (p. 11). From (0,3 M.) *Bryn* a road leads to the right to *Sarasbraaten* (p. 12). Stations (0,9 M.) *Grorud*, (1,6 M.) *Strømmen*, and (1,8 M.) *Lille-*

strømmen, where the Eidsvold branch diverges from the main line to Kongsvinger and Sweden (RR. 24, 26). From this point to Eidsvold the country is unattractive. Stations *Leersund*, *Frogner*, *Kløften*, *Trøgstad*, *Dahl*.

6 M. **Eidsvold** (\**Hotel*). Travellers arriving (at 10.46) from Christiania by the morning train go at once on board the steam-boat (which starts at 11). — If the traveller makes any stay here he may visit the chalybeate springs on the *Eidsvoldsbakke* and the *Bautastein*, or monument, erected to *Henrik Wergeland*, the poet, and the discoverer of the spring.

A pleasant walk may be taken to *Eidsvoldsverk*, about  $\frac{1}{2}$  M. distant, where the Norwegian constitution (*Norges Riges Grundlov*) was established in 1814. A preliminary meeting took place here on 19th Feb. of that year, and the final resolutions were passed by a national diet held on 10th April. The building, originally a farm-house, has been purchased by government and embellished with portraits of members of the diet.

A STEAMBOAT (the '*Kong Oscar*' or the '*Skibladner*') starts from Eidsvold daily at 11 a.m. for Lillehammer at the upper end of the lake, and another from Lillehammer daily at 7.20 a.m., each of them corresponding at *Hamar* with the trains to and from Throndhjem (R. 19). These vessels have good restaurants on board. A favourite dish is the '*Hunner-ørret*', a kind of trout peculiar to the lake. The steamboat at first traverses the broad and clear *Vormen*, which issues from Lake *Mjøsen* and falls into the *Glommen*, and at (3/4 M.) *Minde* reaches the lake itself.

\***Lake Mjøsen** (412 ft.; greatest depth 1482 ft.), the largest lake in Norway, which L. v. Buch has called 'Norway's inland sea', is 9 M. long and at its broadest part  $1\frac{1}{2}$  M. in width, and forms a convenient highway between the districts of *Gudbrandsdalen* and *Hedemarken* to the N. and S., and those of *Thoten* and *Øvre Romerike* to the W. and S. Like most of the lakes in S. Norway, which are usually elongated river-basins formed by the streams descending to the southern fjords, it is a long and generally narrow reservoir formed by the *Lougen* or *Laagen*, descending from the *Gudbrandsdal*, and may be regarded as a prolongation of that valley. Like the Alpine lakes of Switzerland, Lake *Mjøsen* is very deep at places (1482 ft. near *Skreiabjergene*), and though lying 412 ft. above the sea-level, it is a curious fact that the lowest part of its bed is upwards of 1000 ft. below that level. The *Skreiabjerg* or *Skreia-Fjeld*, on the W. bank, about halfway between Eidsvold and *Gjøvik*, rises to the height of 2300 ft., but with this exception the hills bounding the lake are of very moderate height. The only considerable Bays formed by the lake are those of *Tangen* and *Hamar (Akersviken)*. Opposite to *Hamar* lies the large and well-cultivated *Helgeø*, the only island in the lake, which at this point attains its greatest depth. The erection of fortifications and a large central arsenal on this island is projected.

The scenery of the banks of Lake *Mjøsen* is of a soft and

pleasing character. They present an almost unbroken succession of fields, woods, and pastures, studded with numerous farm-houses and country residences, but will perhaps seem somewhat monotonous if the traveller goes all the way from Eidsvold to Lillehammer in one day. The best points for breaking the journey are Hamar on the E., and Gjøvik on the W. bank.

The steamer touches at *Ekornholm*, *Stigersand*, and *Fjeldhoug* on the W. bank, and then crosses to *Gillund* and —

**Hamar** (\**Victoria*, *Jernbane-Hotel*, both near the steamboat pier and railway-station, and facing the lake), sometimes called ‘*Storehammer*’ to distinguish it from Lillehammer, the capital of Hedemarken, with 2438 inhab., prettily situated between the *Furnesfjord* to the N. and the *Akersvik* to the E., which last is crossed by a long bridge. Hamar dates from 1152, when an episcopal see was founded here by the papal nuncio Nicholas Breakspeare, an Englishman, afterwards Pope Adrian IV. From that period also are said to date the ruins of the old *Cathedral*, once a handsome edifice, of which four round arches of the nave alone are left. A pleasant walk may be taken to the ruins,  $\frac{1}{8}$  M. to the N.W., where the original town of *Storehammer* was situated. The old town with the cathedral and two other churches was destroyed by the Swedes in 1567. The modern town is a thriving place, being at present the terminus of the Throndhjem Railway (R. 19). The railway from Hamar along the E. bank of the lake to Eidsvold is now in course of construction.

The steamer now steers towards the W., passing the pretty *Helgesø* on the left, and touches at *Næs*, *Smørvik*, and —

**Gjøvik** (*Gjøviks Hotel*, near the pier, with view of the lake, and *Victoria*, 100 yds. farther up the main street, both good), the capital of Thoten Fogderi, with 1112 inhab., situated on the W. bank of the lake, about  $5\frac{1}{4}$  M. from Eidsvold and  $3\frac{3}{4}$  M. from Lillehammer, and at the mouth of the *Hunselv*. Pleasing views of the lake and *Helgesø* from the *Hunskirke* and other heights near the village. The steamer on its way to the N. calls here daily at 5.46 p.m., and on its way to the S. at 12.38 p.m. — Our route, one of the most frequented and attractive in Norway, quits the lake here. The upper end of the lake, which now narrows considerably and assumes an almost river-like form, is described in R. 15.

The CARRIAGE ROAD (‘diligences’, etc., see above) ascends rapidly from Gjøvik, traversing extensive woods, to —

$1\frac{1}{4}$  M. †*Mustad* (a fair station), situated about 1500 ft. above the lake. The drive to this point occupies fully 2 hrs., after which the road traverses a nearly level plateau to (1 M.) *Lien*, a farmhouse near the road, and formerly the station (clean and cheap). About  $1\frac{1}{4}$  M. farther on is —

$1\frac{1}{4}$  M. †*Granum* (a fair station), situated a little to the right

of the road, beyond which the road descends to the basin of the *Randsfjord* (p. 47). About halfway between Granum and Odnæs a direct road to (12 $\frac{1}{4}$  M.) Christiania diverges to the S., skirting the E. bank of the *Randsfjord* the first half of the way. A little farther on, about 3/4 M. from Granum, is †**Odnæs** (\**Hotel*), situated to the left of the road, at the N. end of the *Randsfjord*, and 10 minutes' walk from the steamboat-pier (p. 48). This is also a fast station, but travellers by our present route drive on (3/8 M. farther) to —

11 $\frac{1}{8}$  M. †**Skøien** (\**Station*). Travellers spending the night here are recommended to leave very early next morning in order to get the start of the usual morning stream of tourists from Odnæs, and they should also avoid spending the night at the same places as the diligence (especially Tune; comp. p. 41). Beyond Skøien the road ascends on the N. bank of the *Etnaelv*, which falls into the *Randsfjord*, and crosses the *Dokka*, an affluent descending from the right. The scenery, though enlivened with thriving farm-houses and beautiful birches, is somewhat tame here.

13 $\frac{1}{8}$  M. †**Tomlevolden** (\**Station*, good and reasonable) is situated in the district of *Nordre Land*. The station is a good specimen of a substantial Norwegian farm-house, with its 'Stabbur' (store-house, usually provided with a bell) and other roomy outbuildings, almost entirely constructed of timber. About 5/8 M. from Tomlevolden the road crosses the *Etnaelv* by a bridge which affords a fine view of the *Etnadal*, and begins to ascend the *Tonsaas*, a wooded hill with a level plateau on the summit (as is so frequently the case with the Norwegian mountains), 2300 ft. in height, which separates the valleys of the *Etna* and the *Bægna* (p. 49). A little beyond the bridge we cross the boundary between Hadeland (p. 47) and *Valders*.

13 $\frac{1}{8}$  M. (pay for 15/8) †**Sveen** (\**Station*, new and clean) is beautifully situated on the N.E. side of the *Tonsaas*. The road now ascends through fine forest-scenery, affording several picturesque views of wooded ravines, to **Gravdal** (\**Berg's Sanatorium*, a hotel and pension, formerly the station), 1/4 M. above Sveen, which attracts many visitors in summer for the sake of the fine forest-walks and beautiful views in the vicinity. A road diverging here to the left crosses part of the *Tonsaas*, passes the church of *Bagn*, and leads to (3/4 M.) *Vold* on the *Bægna*, a station on the *Spirillen* route (p. 50). A little higher up we reach the plateau on the summit of the *Tonsaas* and pass two swampy lakes (a raft on one of which serves as a ferry-boat). To the N. we obtain a fine view of *Bruflat* in the *Etnadal*. The road now gradually descends, and where it issues from the forest commands an imposing \*VIEW of the beautiful and partially wooded valley of *Valders*, with the *Strandefjord* running through it, and the snow-capped *Jotunheim* Mountains, *Galdebergstind*, and *Thorfinnstinder* (7000 ft.) in the

background (see R. 17). The road soon reaches the *Bægnadal*, where it is joined by the Spirillen road (p. 50), and, a little farther on,—

$\frac{13}{4}$  M. (pay for  $2\frac{1}{8}$ ) **Frydenlund i Nordre Aurdal** (\*Station), a large village beautifully situated on the old road, to the left of, and 200 paces below the new. The Foged, or chief administrative official, the Sorenskriver, or local judge, and the Lensmand, or chief constable, reside here, and the place boasts of a 'Folkeshøiskole' and a 'Konsumtions-Forbrugsforening' or cooperative store. In the vicinity is the church of *Aurdal*. The church-yard is entered by a curious gateway containing a hay-loft and storehouse for wood.— Beyond Frydenlund the road, which is nearly level, runs high above the *Bægna*, partly through wood, and partly through cultivated land, and soon reaches the *Aurdalsfjord*, with its numerous islands, one of the series of long lakes from which the *Bægna* issues, and of which the *Strandefjord* and *Vangsmjøsen* are the principal. Another fine view is obtained at *Onstad*, where the head-forester resides. The road then passes the District Prison on the left. On the other side of the broad valley is the *Aabergsbygd*, watered by the *Aabergselv*, which forms the *Kvannefos*. To the right, farther on, is a fine waterfall, called *Fosbraaten*, and to the left is heard the roar of the *Vaslefos*, a picturesque waterfall of the *Bægna*, which may be visited from *Fagernæs*. (The *Epilobium*, or graceful French willow, so common in many parts of Norway, is known here as the *Engmjølk*, *Engstappe*, or *Kjære Blomst*.) We now reach the beautiful *Strandefjord* (1170 ft.), a narrow lake  $2\frac{1}{2}$  M. in length, extending nearly as far as *Stee*, and soon stop at—

$1\frac{1}{8}$  M. **Fagerlund i Nordre Aurdal** (\*Station), a few paces beyond the former station of *Fagernæs* (\*Inn, comfortable and reasonable), situated on the N. bank of the lake, and at the mouth of the river descending from *Østre Slidre*. This is a charming spot for a stay of some duration, affording attractions to artists and sportsmen alike, and the two names just mentioned ('fair grove' and 'fair promontory' respectively) are by no means inappropriate. The lake and neighbouring streams afford good trout-fishing, and wild-duck shooting is also obtainable. As, however, this is a favourite starting-place for an excursion to the *Jotunheim Mts.* (R. 17), the route to which diverges here, the inns are often full in the height of summer. Route through *Østre Slidre* to the *Bygdin* (*Jotunheim*), see p. 161.

About  $\frac{1}{4}$  M. beyond Fagerlund we cross the *Næselv*, which descends from *Østre Slidre* and forms some picturesque cataracts about 100 yds. above the bridge, and follow the bank of the lake to *Strand* (formerly a station), beyond which we pass the churches of *Svennæs* and *Ulnæs*. To the S., on the opposite side of the valley, is seen the *Vassetelv*, which descends from the *Syndin Lakes*. To the N.W. rise the snow-mountains on the *Vangsmjøsen*.

Near Ulnæs-Kirke and at *Gaarden Fosseim*, beyond it, on the opposite bank, the lake is crossed by bridges, the part of it between them being called the *Graneimfjord*. Mountain-passes from Ulnæs and Fosseim to the *Hallingdal*, see pp. 30, 31. — The road now gradually ascends the hill to —

$1\frac{5}{8}$  M.  $\dagger$  *Reien* (a fair station), near which is the *Church of Røen* with its old *Klockstapel* (clock-tower), with numerous farms in the vicinity. About  $\frac{1}{2}$  M. beyond Reien we reach the beautifully situated **Church of Vestre Slidre**, which commands a fine view of the lake. Near this church a road diverges to the right, crossing the *Slidreas* to ( $1\frac{3}{4}$  M.) *Rogne* in *Østre Slidre* (p. 161).

A little before reaching the top of the hill which this road ascends, about  $\frac{3}{4}$  M. from the church, the traveller may diverge by a path to the right, leading in 25 min. to the *\*Hvidhøfd* ('white head'), an eminence which commands a striking view of the valleys of *Vestre* and *Østre Slidre*, the Bitihorn, and the snow-mountains to the N. of Lake *Bygdin* and the *Vinstervand*. A few hundred paces to the W. of this point rises the *\*Kvalehøgda*, where an admirable survey of the whole of the *Bygdin* range, the *Vangsmjøsen*, and the *Hallingdal* mountains to the S. is enjoyed. This is a favourite excursion from *Ølken* (see below), and takes about 3 hrs. in all.

A few hundred paces beyond the church of *Vestre Slidre* a gate and private road on the right lead in 5 min. to *Ølken* (\**Brandt's Hotel and Pension*,  $3\frac{1}{2}$  kr. per day), a farm-house converted into an inn, beautifully situated on the hill about 300 ft. above the lake. As this house is a favourite summer-resort and attracts a considerable number of invalids and others, it is generally quite full in the height of the season. The 'Distríktslæge', or physician of the district, lives on the high-road near *Ølken*. Horses and carriages may be had here. The ascent of the *Hvidhøfd* and *Kvalehøgda*, mentioned above, is recommended (3 hrs. there and back).

Thus far the high-road has been generally good, the old road having been almost entirely superseded by the new; but between *Vestre Slidre* and *Hæg* on the farther side of the *Fillefjeld* the new road has only partially been completed, and many parts of the old road still in use are excessively hilly, toiling up hill and rushing down dale where the inequalities of the ground might easily have been avoided. The scenery continues to be very attractive. In traversing the heights of *Kvale* (or *Kvare*, *Kvarde*, 'a hill') we obtain a magnificent view of the *Slidrefjord* (1190 ft.), as the upper part of the *Strandefjord* is often called, with the mountains to the W. — At the *Church of Lomen* ( $\frac{1}{4}$  M. from *Stee*) another road to *Østre Slidre* diverges to the right, crossing the *Slidreas* to *Hægge*, from which paths lead to *Hedal* and *Lake Bygdin* (p. 163). (A bargain may be made for the drive from *Stee* to *Hægge*, 1 M. distant, but the latter is not a station.)

$1\frac{1}{8}$  M.  $\ddagger$  *Stee* (a small and poor station) lies near the N.W. end of the *Slidrefjord*, or *Upper Strandefjord*. The road traverses wood









the greater part of the way to the next station, ascending the left bank of the Bægna, which, a short distance beyond Stee, forms a fine fall called the *Lofos* a little to the left of the road.

1 M. †*Oilo* (\*Station, civil landlady) is a favourite resort of artists, some of whom have embellished one of the rooms with a number of paintings. The situation of the place presents little attraction, but it lies close to the \**Vangsmjøsen* (1540 ft.), a magnificent lake, about  $2\frac{1}{2}$  M. in length. The road follows the S. bank of the lake to *Gaarden Kvam*, near which it is carried past the \**Kvamsklev* ('ravine cliff') by means of a gallery hewn in the face of the *Hugakolle*, resembling the Axenstrasse on the Lake of Lucerne. In spring and autumn the safety of travellers is sometimes endangered here by the falling of masses of rock. At the most hazardous point the road is protected by a roof. This is the most striking point on the whole of the Valders route, and commands a noble survey of the imposing lake and the mountains enclosing it. On the right rises the *Vednispjeld*, on the left the *Grindefjeld* (5590 ft.), and opposite us the *Skjoldfjeld*. To the N. is the *Dresjafos*.

$\frac{3}{4}$  M. †*Tune i Vang* (\*Station, 5 min. to the left, reached by a rough road, frequently crowded with diligence-passengers) lies on the slope of the hill, at a short distance from the lake, of which it commands a fine survey. About  $1\frac{1}{8}$  M. farther we pass the *Church of Vang*, which replaces the old *Stavekirke* ('timber church') purchased by Frederick William III. of Prussia in 1843 for 320 kr. and removed to the Giant Mts. in Silesia. A stone in front of the church bears the Runic inscription: '*Gosa sunir ristu stin thissi astir Gunar*' ('the sons of Gosa erected this stone to the memory of Gunnar'). Just beyond the church, on the bank of the lake, and on the right side of the road, we reach the \**Vang Inn* (clean and reasonable, kept by *Ole For*, successor to *Mme. Odnas*, by whose name it is sometimes still called), beautifully situated at the foot of the huge *Grindefjeld* (which may be ascended hence in 2 hrs.). — The road continues to skirt the lake, passing several farms (*Hagestrand*, *Førtnas*, *Vierdok*, and *Søre*) and the church of *Øye*. Opposite to us rises the imposing N. bank of the lake, on which tower the conspicuous *Skodhorn* and the *Skyrifjeld*.

From *Øye* a mountain path, passing to the S. of the *Kvamenes* (3900 ft.) and the *Borrenes* (4869 ft.), which last mountain may be ascended from the route, and skirting the *Utvand*, leads to *Nystuen* on the *Fillefjeld* (p. 42) in half-a-day.

The road now ascends from the *Vangsmjøsen* to the small *Strandefjord* (1604 ft.), which it skirts (not to be confounded with the *Strandefjord* lower down). At the end of it is *Kasa*.

From *Kasa* a path leads to the *Jonskard-Sæter* (4120 ft.) and thence to the N.W., passing the *Fagersætnes* (5479 ft.) on the right, to the *Giangensæ* and *Steinbodsæ*, and through the *Gjetmundsdal* to *Lake Tyin* (*Tvindehoug*, p. 166), in all a good day's walk.

Beyond the *Strandefjord* the scenery assumes a more mountain-

ous character, and a few farms are now seen on the sunny (N.) side of the valley only.

$\frac{1}{4}$  M.  $\dagger$ *Skogstad* (1885 ft.; a fair station) lies nearly  $\frac{1}{8}$  M. to the right of the road. From this point to the next station there is a steep ascent of nearly 1400 ft., and the road is unpleasantly hilly at places, especially to persons descending. The scenery now loses its grand mountainous character.

By making a slight digression from the high road at Skogstad (about 3 hrs. more than the time taken in driving to Nystuen; guide necessary) a magnificent \*View may be obtained. The path passes the farms of *Opdal*, *Elbjørg*, and *Flaten* on the S. slope of the hill, and crosses the *Trolldø* (3207 ft.) to the *Hagesæt-Sæter* in the valley of the *Bjørndøla*, which falls into the *Bægna* lower down. The top of the hill commands a very striking survey of the Tyin-Lake and the mountains of the Koldedal and Melkedal, with several considerable glaciers.

1 M. (pay for  $1\frac{1}{2}$ )  $\dagger$ **Nystuen** (3252 ft.; \*Station, often crowded in the height of summer), which resembles some of the large Alpine hospices on a small scale, stands on the barren *Fillefjeld*, above the *Utrovand*. To the N. rises the *Stugunes* (4827 ft.), to the E. the *Borrenes* (4870 ft.). The landscape presents the desolate and somewhat monotonous character possessed by most of the higher Norwegian mountains. The gaard, an unpretending group of buildings, is partly supported by government as a 'Fjeldstue', or mountain refuge, and is chiefly important in winter, when travellers have frequently been rescued from danger by the bravery of its inmates. (*Knud Nystuen*, the father of the present landlord, has been presented with the Norwegian silver medal 'for Borgerdaad', i. e. for an act of heroism.) As the most violent winds blow from W. to E., all the buildings are erected with their narrower sides to the W., in order to present the smallest possible surface to the storms.

The \**Stugunes* (4827 ft.) may easily be ascended from Nystuen in  $2\frac{1}{2}$ -3 hrs. (or 4-5 hrs. there and back) by following the brook to the W. of the station and then going eastwards. Or the ascent may be made from Nystuen direct (somewhat steep). In either case a guide is unnecessary. The summit commands an uninterrupted survey of the Jotunheim range, from the Horunger on the W. to the Sletmarkhø on the E. — To the S. of Nystuen rises the *Suletind* (5813 ft.), an imposing mountain-top,  $\frac{1}{2}$  M. distant. The excursion thither from Nystuen and back takes 5-6 hrs., presenting no difficulty; or the ascent may be combined with the journey to *Maristuen* by leaving the high-road at the *Kirkestøl*, a sæter a little beyond Nystuen (p. 43), and following the old road (*den gamle Vei*) to the S. The view from the Suletind is one of the finest in Norway, but is rarely quite clear.

FROM NYSTUEN TO AARDAL (12-13 hrs.; guide desirable). This route is recommended to active walkers or good riders who have already seen the magnificent *Lerdal*, or intend to return by that valley. The path, which is very rough and fatiguing at places, ascends gradually to the right from the *Kirkestøl* (see above), leading between two small lakes to the watershed of the *Fillefjeld* (4 $\frac{1}{2}$ -5 hrs.), which commands a magnificent view of the Jostedalsfjeld, the Suletind, the Jostedalsbræ and other moun-

tains and glaciers, and also of the loftily situated Tyn-Vand (p. 166) and of the small lake from which the *Aardøla* issues. Passing the *Sletterust*, a fisherman's hut on the bank of the latter stream, we follow the sæter-track, which afterwards crosses the stream with its numerous and most picturesque cataracts and falls, and follows its N. bank to *Moen* (tolerable quarters), beyond which we cross the *Aardøla* and soon reach *Farnæs*, at the head of the *Aardalsvand* (4 hrs. from the top of the hill). A boat from *Farnæs* carries us to the lower end of the lake in 2 hrs., whence *Aardal* is reached in  $\frac{1}{2}$  hr. more. Comp. p. 52.

The road from *Nystuen* to *Maristuen* traverses the monotonous *Smeddal*, a mountain-basin without pretension to grandeur. The old road led over the shoulder of the *Suletind* and past the *Sule-vand*, which forms the source of the *Læra*, and then descended steeply to *Maristuen*, whence it presents the appearance of a grass-grown band ascending the mountain. Pedestrians are recommended to follow the old road, especially if they purpose ascending the *Suletind*.

At the *Kirkestøl* ('church chalet'), where the old road diverges to the left, there formerly stood a church dedicated to St. Thomas, in which the pastor of *Vang* performed divine service on 2nd July annually. In connection with this service a kind of fair was also held, which, however, gave rise to such irregularities and excesses that in 1808 both service and fair were discontinued by order of the authorities, and the church was afterwards removed. Farther on we pass the *Grønlidsæter* and the marble *Støtte*, or column, which marks the boundary between Christiania Stift and that of *Bergen*, and stands at the highest point of the road (3841 ft.). The road skirts the uninteresting *Fillefjeldvand* and *Smeddalsvand* (3120 ft.), both of which are drained by the *Læra*. Opposite to us rises the *Sadel-Fjeld*. We then ascend to the *Brusesæter* (3243 ft.), and descend thence, partly through birch-plantations, with the foaming *Læra* below us on the right, to —

$1\frac{1}{2}$  M. (pay for 2 in the reverse direction) + **Maristuen** (2635 ft.; \**Station*, good, though unpretending), the second '*Fjeldstue*' on the *Fillefjeld*, originally founded by the clergy as a hospice in 1300. Notwithstanding the height of its situation, the air will be found perceptibly warmer than at *Nystuen*, as it not only lies lower, but is influenced by the more genial climate of the W. coast. The scenery, too, though still wild, is far richer and more pleasing than at *Nystuen*. Between this point and *Hæg* the road descends 1150 ft., and the valley soon becomes more attractive. At the *Bridge of Børlaug*,  $\frac{1}{4}$  M. above *Hæg*, the *Valders* and *Hallingdal* routes unite (see p. 32). We soon stop at —

$1\frac{1}{2}$  M. + **Hæg** (1482 ft.; \**Station*, good, and more comfortable than the three last), where the finest scenery of the \**Lærdal*, one of the most superb valleys in Norway, begins. The road follows the valley the whole way to *Lærdalsøren*. The finest parts of this most picturesque route are the ravine between the Church of *Borgund* and *Husum*, and the rock and river scenery between *Husum*

and *Guard Sæltun*. Between Hæg and Borgund the road is nearly level, traversing a basin which was once filled with a lake. At the S. end of this basin, about  $\frac{7}{8}$  M. from Hæg, rises the **Vindhelle**, a huge rocky barrier, through which the Læra has forced a passage. The new road, completed in 1872, leads through this ravine, at a considerable height above the wild and foaming river, while at various periods no fewer than four different old roads, still traceable, once traversed the Vindhelle itself.

On the right, just before the road descends into the ravine, stands the extremely interesting \***Church of Borgund**, with its old *Klockstapel* or belfry. (The Skyds gut will procure the key from the neighbouring farm of *Kirkvold*; fee to attendant 25-50 ø.) This extraordinary, fantastic looking ‘*Stavekirke*’, the best-preserved church of the kind in Norway, is believed to date from the 12th cent., but is now disused, service being held in the *New Church* adjoining. It is now the property of the Antiquarian Society of Christiania. Every part of it is curious and interesting: the external passages, the numerous gables, the shingle-covered roofs and walls, surmounted with dragons’ heads, the lofty portal, the elaborate ornamentation consisting of two entwined snakes, and the almost quite dark and windowless interior. On the W. door are the Runic inscriptions —

*Thorir raist runar thissar than Olau misso.*  
(Thorer wrote these lines on St. Olaf’s fair.)

*Thittai kirkia a kirkiuvelli.*  
(This church in the church-ground.)

The church is described in the ‘*Turistbref från en Resa i Norge*’ by *Finn* (Stockholm, 1876; pp. 93 *et seq.*), in ‘*Fahrten durch Norwegen*’ by *Hartung & Dulk* (Stuttgart, 1877; pp. 232 *et seq.*), and in several English works on Norway. The similar, but modernised church of Hitterdal is mentioned on p. 20.

The traveller is recommended to follow the old road from Borgund Church to Husum, a walk of  $\frac{1}{2}$  hr., while his carriage takes fully as long to descend the ravine by the circuitous new road; but before doing so, he should visit the entrance to the ravine, where the wild and imposing scenery is enhanced by a fine waterfall (*Svardegelos*). The high road descends thence in windings through the picturesque ravine. Immediately above Husum is another picturesque waterfall (*Holgruten*).

$1\frac{1}{8}$  M.  $\frac{1}{4}$  Husum (\*Station), being the central point of the finest scenery of the valley, is a good starting-point for excursions. Farther on lies another tolerably level basin, once likewise the bed of a lake, with the *Øigaard*, *Kvama*, *Hougen*, and other farms. Immediately beyond it the road enters another grand ravine, which the old road avoided by traversing the dangerous **Galder** (‘cliffs’, ‘rocky roads’), to the right. The new road crosses the river and skirts the overhanging rocks close to its bank, where the

water has worn a number of more or less perfect 'Jættagryder', or 'giant cauldrons', showing distinctly how much higher the level of the torrent must once have been. At one point, not far below Husum, the old bed of the stream has even been utilised for the passage of the road, for which part of a 'giant cauldron' has also been hewn away, while the torrent now thunders along 100 ft. below. On the N. side of the ravine are *Gaarden Galderne* and the *Store Soknefoss*, a strange spot for human habitations. — As soon as the ravine expands we come in sight of *Gaarden Saltun*, situated on the huge deposits (*Skred*) of a mountain-torrent. The valley is still confined between lofty and precipitous rocks. The road again crosses the Læra and follows its right bank; it then intersects the deposits of the *Jutulelv* and traverses a broader part of the valley, from which the *Opdal*, closed by the snow-clad *Aaken* (5690 ft.), diverges. Several extensive moraine-deposits are passed on this part of the route.

13/8 M. † *Blaaflaten* (a poor station) lies a little to the left of the road, which is tolerably level for the rest of the way. The valley is still enclosed by lofty mountains, but the scenery is now comparatively uninteresting. Beyond the *Bofos*, a waterfall on the left, the road crosses the river and passes the church of *Tønjum*. By the farms of *Æri* the valley suddenly trends towards the N., and we now obtain another view of the *Aaken* with its peculiar ridge resembling that of the *Gausta* in Thelemarken. The floor of the valley is well cultivated at places and sprinkled with farms, but the mountains are bare and rocky. The traces of numerous landslips and avalanches (*Skred*) are observable here. The valley finally turns towards the W., and we now pass on the right, near *Øie*, the picturesque *Stønjuemsfos*, which descends in two falls from the *Veta-Aas* and *Høgan-Aas*.

1 M. † *Lærdalsøren* (*Lindstrøm's Hotel and Station*, two large houses, one on the left, and the other a little beyond it on the right, affording good accommodation), the 'alluvial plain of the Lærdal river', lies on a broad, level, and somewhat marshy plain at the mouth of the Læra, shut in by rocky and barren mountains, and affording a very limited view of the arm of the magnificent *Sognefjord* on which it is situated. The village, which boasts of a handsome new timber-built church, a telegraph-station, and a few tolerable shops, is a poor place with 800 inhab., deriving its sole importance from the fact that it forms the principal avenue of approach to the *Sognefjord*, and also to Bergen, from the 'Østenfjeldske', or inland districts of Norway, lying 'to the E. of the mountains' which form the backbone of the country. Travellers in quest of fishing or shooting will find Husum or some other point higher up the valley preferable to this, while those in search of fine scenery will hasten on to the *Nærøfjord* and *Gudvangen* on the Bergen route (p. 59), or to the *Aardalsfjord*, *Lysterfjord*, and *Fjær-*

*landsfjord* (R. 5), or to the *Aurlandsfjord* (R. 6), whence a path crosses the mountains to the *Hardanger Fjord* (R. 11). The *Sognefjord* and its various ramifications are described in RR. 5-7. — The steamboat pier is  $\frac{1}{8}$  M. from the station (carriole 40-50 ø. for each person).

#### b. VIA THE RANDSFJORD.

38 $\frac{1}{8}$  M. RAILWAY from Christiania to (12, $\frac{7}{8}$  M.) *Randsfjord* in  $6\frac{1}{4}$  hrs.; trains at 6.30 a.m. and 3.15 p.m., returning from Randsfjord at 6.15 a.m. and 3 p.m. (fares 7 kr. 25, 4 kr. 20 ø.). — STEAMBOAT from Randsfjord to (6, $\frac{1}{2}$  M.) *Odnæs* daily at 1 p.m. (corresponding with the early train from Christiania) in  $5\frac{1}{2}$  hrs., returning from Odnæs at 8.30 a.m., in time for the second train to Christiania; fares 4 kr., 2 kr. 80 ø.). — ROAD from Odnæs to (19 $\frac{3}{4}$  M.) *Lærdalsøren*, see pp. 38-45. The usual charge for a carriage and pair of horses ('Caleschvogn') for two persons from Odnæs to Lærdalsøren is 100 kr., and a gratuity of 5 kr., while a carriole, including fees, costs about 43 kr. — Travellers pressed for time are cautioned against engaging horses for the whole distance, in which case 5-6 M. only can be accomplished each day. Speed and comfort are best combined by hiring a carriage or a 'Trille' (a four-wheeled carriage without a hood) and a driver for the whole journey, stipulating for a change of horses at each station. — As already mentioned, almost all the stations are fairly good, but those should be avoided where diligence-passengers spend the night. — Diligences, see p. 35.

If necessary, the whole journey may be performed in 3 days, by driving, on the first evening, from Odnæs to Tomlevolden or to Sveen, on the second day to Tune or to Skogstad, and on the third to Lærdalsøren; but 4-5 days at least should, if possible, be devoted to it.

Railway from Christiania to (6, $\frac{1}{2}$  M.) *Hougsund*, see R. 2; thence to (8, $\frac{5}{8}$  M.) *Vikersund*, see p. 29.

Beyond Vikersund the train skirts the W. bank of the *Tyrfjord*, of which it affords beautiful views to the right. The wooded hills on the opposite bank are the *Krogskog* (with the *Krogklev*, p. 13) and the *Gyrihaug* (2216 ft.; *Gyvr* or *Gygr*, 'giantess'). At one point the steep red-sandstone road ascending from Sundvolden to Krogkleven is distinguishable. The first important station is —

9, $\frac{8}{8}$  M. **Skjærdaalen (Inn)**, from which a small steamer crosses in  $1\frac{1}{2}$  hr. to Sundvolden daily at 11.45 a.m. and 8.30 p.m. (corresponding with the trains from Christiania), and returning from Sundvolden at 5.45 a.m. and 2.20 p.m. (in time for the morning and afternoon trains to Christiania). Krogkleven may thus be reached from Christiania by train and steamer in  $6\frac{1}{2}$  hrs., a very easy and pleasant route. The drive from Sundvolden to (23 $\frac{3}{8}$  M.) Sandviken takes about 4 hrs., so that by leaving Sundvolden about 4.45 p.m. the traveller may easily reach Sandviken in time for the 8.46 train, which reaches Christiania at 9.20 p.m. (comp. p. 12). For a single day this circuit forms the most attractive excursion near Christiania.

At (10, $\frac{5}{8}$  M.) Ask the train quits the Tyrfjord.

11 M. **Hønefoss** (\**Glatved's Hotel*, with a garden, pleasantly situated in the N. part of the town; *Jernbane-Hotel*, near the station; *Skydsstation* in the S. part of the town, near the church),

a small town with 1135 inhab., lies at the confluence of the *Bægna* or *Aadalselv*, which descends from Lake *Spirillen*, and the *Randselv*, coming from the Randsfjord. The river formed by them is called the *Storelv*, which empties itself into the Tyrifjord, whence it afterwards emerges under the name of *Drammenselv*. The *Bægna*, just before its junction with the *Randselv*, forms two waterfalls, of which that to the N. is rather a huge cataract, and which are together known as the \**Hønefos*. Though of no great height, these falls are quite worth seeing, especially during the 'Flomtid' or 'Flaumtid' (flood time) in May and June, when the volume of water is very imposing. The bridges which cross the rivers afford a fine view of the falls and the environs. By passing under the bridges it is possible to reach a point nearer the seething waters. An unsatisfactory glimpse at the falls from above is obtained from the railway-station. As is so often the case in Norway, a number of saw-mills are congregated here for the sake of the motive power afforded by the falls. A channel on the left bank of the N. fall conveys the timber to the mills with immense velocity.—Travellers bound for *Vik* and *Sundvolden* (p. 13) may order carrioles at the hotel. — A road on the left (E.) bank of the *Aadalselv* leads in 1 hr. to the \**Høfsfos*, another fine fall of that river.

From *Hønefos* to (1½ M.) *Sundvolden*, ¼ M. from which is \**Krogklevan*, see p. 13. — Excursionists from Christiania, if pressed for time, may, immediately after reaching *Hønefos* by the early train and glancing at the falls, drive to *Sundvolden* in 2½ hrs., drive on to *Sandviken*, and there catch the evening train to Christiania (comp. p. 46). This is a most interesting circuit, but very hurried if performed in one day.

11,6 M. **Heen**, the next station, lies on the *Bægna*, which the train now crosses. *Lake Spirillen*, see p. 48.

Turning suddenly to the E., the train skirts the *Heensbreud* and the *Askelihoug* (1409 ft.), traverses a wooded district thinly peopled, and finally stops at —

12,7 M. **Randsfjord Station** (\**Inn*), on the *Randselv*, near its efflux from the *Randsfjord*. A bridge crosses the broad river to *Kokkerstuen* or *Hadelands-Glæsværk* and the populous district of *Hadeland*.

The **Randsfjord** (steamboat-pier near the station; steamboats, see above), a lake 420 ft. above the sea-level, 6⅓ M. in length, and 1⅛-1¼ M. only in width, is the largest in S. Norway after Lake *Mjøsen*. It is bounded on the E. by the well-cultivated and populous district of *Hadeland*, and on the W. and N. by the districts of *Valdres* and *Land*. The banks, rising gradually to a height of 2000 ft., and well cultivated at places, are somewhat monotonous and uninteresting. The lake is generally so narrow as to resemble a broad river. The steamer (one daily in each direction; see above) performs the trip to *Odnæs* in 5½ hrs., stopping at numerous stations on the way. By the church of *Fluberg*, on the right, near the N. end of the lake, are a number of fine weeping birches.

**Odnæs** (\**Inn*), and thence to Lærdalsøren, see p. 38. As the steamer arrives at 6.30 p.m., and it is daylight till 10 and twilight nearly the whole night in the height of summer, the traveller may drive at once to ( $13\frac{1}{4}$  M.) Tomlevolden, or even to Sveen,  $13\frac{1}{8}$  M. farther (comp. p. 38).

#### c. VIÀ LAKE SPIRILLEN.

36 M. RAILWAY from Christiania to (11.<sub>6</sub> M.) *Heen* in 5 hrs. 50 min. (trains, see p. 46; fares 6 kr. 85 ø., 4 kr.). — STEAMBOAT from *Heen* to (5 M.) *Sørum* at 1.30 p.m., arriving at 7 p.m., or, when the river is low, to (3 $\frac{1}{8}$  M.) *Næs* only, arriving at 6 p.m.; returning from *Sørum* daily at 6 a.m., or from *Næs* at 7 a.m. — ROAD from *Sørum* to *Frydenlund*  $4\frac{1}{2}$  M. (1 kr. 60 ø. each horse per mile); thence to *Lærdalsøren* 14 $\frac{1}{8}$  M., see pp. 39-45. — As this route is less frequented than those by Lake *Mjøsen* and the *Randsfjord*, carriages are not always to be had at *Sørum*, but a carriage or *Stolkjærre* is easily obtained. Travellers pressed for time may drive to *Storsveen* on the evening of their arrival, whence it is possible to reach *Lærdalsøren* in two days.

Railway to *Heen*, see p. 47. The route thence to *Frydenlund* vià *Spirillen* is more picturesque than that vià the *Randsfjord* and *Odnæs*; but four-wheeled carriages are seldom obtainable on the road to the N. of the lake, nor is there a 'diligence', so that travellers by this route must be prepared to travel the whole way from *Spirillen* to *Lærdalsøren* by carriage.

After arriving (12.20 p.m.) at *Heen* (Dahl's Inn, tolerable) the traveller has an hour for luncheon or early dinner. The small steamer '*Bægna*', which has an unpretending restaurant on board, usually starts at 1.30 p.m., and ascends the *Bægna* or *Aadalselv*, with its occasional lake-like expansions. The navigable channel, indicated by wooden buoys (*Bøier*) is somewhat intricate. On the right we soon pass *Hallingby*, a 'Skydsstation', with a pretty church. Higher up the river the stream becomes very rapid, and the engines are required to do their utmost. We next pass the pleasant-looking farm of *Bergsund* on the left. The course of the vessel is often obstructed by floating timber, through which it has to force a passage. The rapid *Kongstrøm*, which intersects an old moraine, is now ascended, and we enter (15 $\frac{1}{8}$  M. from *Heen*) —

\***Lake Spirillen** (probably derived from *spira*, 'to flow rapidly'), a beautiful sheet of water,  $2\frac{1}{4}$  M. in length, surpassing the *Randsfjord* in picturesqueness. The banks are well cultivated at places, and at others mountainous and severe. The principal place on the W. bank is *Aadal*, with the church of *Viker*, and on the E. bank *Enger-Odden*, a picturesque gaard and posting station. To the left, farther on, the mountains become more imposing (*Gyran-fisen*, 3532 ft.). On the opposite bank lie several farms with a pleasant sunny aspect ('paa *Solsiden*'). The large blocks of stone on the banks have been left in their present position by the ice with which the lake is covered in winter. After passing the precipitous rocks on the left, the steamer comes in sight of —

**Næs**, or *Næsmoen*, at the head of the lake, with its church and wild mountain-background.

To the W. of Næs is the entrance to the *Hedal*, through which a rough road ascends to *Øvre Hedal*, with the interesting timber-built church of *Ildjernstad*, about  $1\frac{1}{2}$  M. distant. According to tradition the whole population of this valley died of the plague in 1849-50 ('den store Mandedød', 'Dauden', or 'den sorte Død'). When the church was afterwards discovered by a hunter, he found a bear installed by the altar, in proof of which a bear's skin is still shown. Similar traditions also exist with regard to other places in Norway and Denmark. The popular notion used to be that the 'Pesta' scoured the country in the shape of an old woman in a blue petticoat, or in that of a 'Pestmand'. — From Ildjernstad a road crosses the hill to ( $1\frac{1}{4}$  M.) *Linheia* (see below).

When the river above Næs is too low to be navigable, the steamer does not go beyond this point, in which case the traveller crosses the bridge to the Skydsstation *Granum* (*Inn*), whence he may drive the same evening to Linheia or even to Storsveen. In summer, however, the steamer usually ascends the rapid and picturesque Bægna to *Sørumsund*,  $1\frac{1}{8}$  M. above Næs. The banks are at first wooded and somewhat monotonous, with a few small clearings ('Pladse') at places. On the left rises the precipitous *Bjørn-bratberg*, and farther on is the *Haraldshoug*, a hill with several farms, which commands a fine view of the valley. On the right towers the imposing *Valdershorn*, and on the left the *Sørumsfjeld*. We now cross the boundary between the districts (*Fogderier*) of Buskerudsamt and Christiansamt. The mutilated birches here have been stripped of their foliage to provide fodder for the cattle. *Strømmen* is prettily situated on the right. Farther on we observe a wood which was partially destroyed by fire in 1873.

**Sørumsund** (*Inn*, fair), a prettily situated gaard with a steamboat-pier, about 5 M. from Heen, is the terminus of the steamboat-route. To the right lies *Gaarden Houg sund*, one of the largest farms in Valders. Farther on, to the left, is the *Tolleifsrudkirke*, where our road is joined by that from Ildjernstad in the *Øvre Hedal* (see above). Passing *Gaarden Docka*, we soon reach —

$\frac{1}{2}$  M. (from Sørumsund) + *Linheia* (\*Station). To the left diverges the old road, now a sæter-track only, to Hedalen (see above); and on the same side of the road we afterwards pass the huge rocky precipice of *Morkollen*. From the left, farther on, descends the *Muggedals-Elv*. To the right, on the opposite bank of the Bægna, *Gaarden Grimsrud*. Scenery picturesque and pleasing, particularly in the neighbourhood of the *Søndre Midt*, and *Nordre Garthus* farms.

$1\frac{1}{2}$  M. + **Storsveen** (\*Station; intelligent landlord, who possesses several interesting 'Oldnorsk' books; pretty baskets, a specialty of the neighbourhood, are sold here). To the left, farther on, rises the *Throndhusfjeld*, and on the right the *Fondhusfjeld*. The road then crosses the *Hølleraa*, where there are several mills, and passes a pretty school-house (*Skolegaard*), a number of thriving farms, and *Grænd* ('hamlet') *Kobbervik*. The Bægna expands at places into the form of a lake. In front of some of the houses a *Maistung* ('may-

pole') and a *Julebaand* ('Christmas sheaf' for the birds) form memorials of the local customs. — At *Sundstad*, where the Bægna contracts, are the ruins of a bridge by which the road formerly crossed to the E. (left) bank of the river, leading thence to *Bang*. The new road, completed in 1877, now follows the W. (right) bank, and skirts the *Svartviksfjeld*, with its overhanging rocks and 'giant cauldrons' (hollows formed by the action of water). The *Soleiblomst* or *Smørblomst* (a kind of ranunculus) is frequently seen by the wayside. We now reach the large basin of *Bang*, with its numerous farms, its church, and parsonage, all on the opposite bank of the river, and soon stop at —

1 M. **Vold** (\**Station*), charmingly situated. A pleasant walk may be taken to (20 min.) the \**Fall* of the *Bægna*, which however may also be visited on the way to *Frydenlund*. — A good road leads from Vold to ( $\frac{3}{4}$  M.) *Gravdal* and ( $\frac{1}{4}$  M.) *Sveen* (see p. 38); near Vold it passes *Kræmmermoen*, formerly the station, and still an inn.

On the left, beyond Vold, rises the pointed *Hullekollen*, at the base of which is *Reinlid*, with its ancient *Stavekirke* (p. 143), the road to which diverges to the left from the Bægna bridge. Our road crosses the bridge and turns to the left, entering the upper region of the valley of the Bægna, while the road to the right leads to Kræmmermoen, Bang, and Sveen. Fine mountain-scenery. The road soon quits the valley and ascends the *Jukamsklev* in long windings, whence we obtain a striking view of the rapid river below. To the right, at the top of the hill, is *Gaarden Jukum*, which we afterwards pass on the left. The road affords a good survey of the *Reinlidsbygd* with the *Stavedalsfjeld*, the mountain range of which Hullekollen is a spur. — Beyond 'Plads' *Hengen* we obtain a noble \*VIEW of the snow-mountains of Jotunheim bounding the valley of Østre Slidre, the Kalvaahøgda, the Thorfinnstinder, and the other mountains near Lake Bygdin (p. 163). On the right we observe the road which crosses the wooded *Tonsaas* to *Gravdal* (p. 38). The road then descends to *Gaarden Motet* (or *Medtes*), where it is usual to rest the horses for half-an-hour. Over the door of the gaard are the quaint verses —

'Stat her mit Huus i Fred

For hveert Misundheds Øye,

Thi den misundte Jord

Den lær sig ogsaa pløye.'

'Her æder jeg mit Brød,

Her frygter jeg min Gud;

Velsignet er hver den

Som her gaan in og ud.'

[May my house stand here in peace from every eye of envy; (but I care not) for the envied earth can equally well be ploughed. Here I eat my bread and fear my God. Blessed be every one that passes in and out.]

The scenery beyond this point is less interesting. The road runs chiefly through wood, and again ascends, soon uniting with the road from *Gjøvik* and *Odnas*, which descends from the *Tonsaas* on the right.

$1\frac{1}{2}$  M.  $\frac{1}{2}$ *Frydenlund* (\**Station*; see p. 39) lies on the old road, to the left of the new, and about 200 paces below it.

## 5. The Sognefjord. From Lærdalsøren to the Aardalsfjord, Lysterfjord, and Fjærlandsfjord.

*Comp. Map, p. 40.*

**STEAMBOATS.** Although small boats are procurable at all the stations (fare about 1 kr. per mile for each rower), travellers are cautioned against engaging them for long distances as their speed is usually slow, and the stations are very far apart. For whatever part of the Sognefjord the traveller is bound, he should therefore endeavour to time his arrival at Lærdalsøren so as to catch a steamer on the same or the following day to take him to his destination. As already observed in the Introduction (p. vi), no plan can be definitely settled without a careful consultation of '*Norges Communicationer*', but as the summer-services of the steamers rarely undergo serious alterations from year to year, it may be useful here to give an outline of the principal routes from Lærdalsøren in accordance with the latest arrangements.

1. To Aardal, Marijæren, and Skjolden: Mond. 8 a.m. and Thurs. 7 a.m.
2. To Marijæren direct: Tues. 8 p.m., Thurs. 7 a.m.. Frid. 3 a.m.
3. To Aurland and Gudvangen: Sund. 7 a.m. and Thurs. 12 midnight.
4. To Gudvangen direct: Wed. 8 a.m. and Thurs. 3 p.m.
5. To Fjærland via Gudvangen: Mon. 12 midnight.
6. To Bergen direct: Mon., Tues., Wed., Thurs., Frid. (from Bergen Mon., Tues., Wed., Thurs., Sat.); comp. R. 7.

The steamers are all well fitted up and have good restaurants on board (which provide wine and beer, but no spirituous liquors), but the sleeping accommodation is limited. If a night or part of a night has to be spent on board, the traveller should lose no time in securing a sofa or berth. The cabin fare is 40, the steerage 25, and the deck 15 ø. per sea-mile (4 Engl. M.). The usual charge for a substantial breakfast with coffee is 1½-2, for dinner 2, and for supper 1-1½ kr. (fee discretionary, according to length of voyage).

**SPECIAL MAP:** 'Kart over Nordre Bergenhus-Amt, I & II'; 1 kr. 20 ø. each.

The \* **Sognefjord** (from the old word 'Sogne', signifying a narrow arm of the sea), the longest of all the Norwegian fjords, being 16 M. long from Sognfest to Skjolden, and averaging  $\frac{1}{2}$  M. in width, forms one of the most important highways of traffic in Western Norway, and also one of the most convenient avenues to some of the grandest and wildest scenery in the country. Like all the Norwegian fjords, it is unattractive at its entrance, where the rocks have been worn away, partly by the action of the waves, and partly by that of the enormous glaciers with which the whole country was once covered. The scenery gradually improves as the traveller proceeds from E. to W., until the fjord at length terminates in a number of long and narrow arms bounded by lofty mountains rising at places to a height of 5000 ft., and of almost unparalleled grandeur. At the upper extremities of the N. ramifications of the fjord lie huge glaciers descending from the snow-mountains, including the *Jostedalsbrae* ('Bræ' or 'Brede' signifying glacier), the largest glacier in Europe. In other parts of the fjord again the banks present a smiling and genial character, being fringed with luxuriant orchards and waving corn-fields, and studded with pleasant-looking dwellings. At some points indeed (as at Balholm, Sogndal, Amble, and Skjolden) the scenery of the fjord is not unworthy of comparison with that of the Lake of Lucerne,

or even with that of the lakes of N. Italy. In the majestic grandeur of its mountains and glaciers, the Sognefjord far surpasses the Hardanger, but its general character is severe and at places desolate and monotonous, while the waterfalls, as well as the softer scenery, of its southern rival unquestionably carry off the palm. — Up to the point where the great ramifications of the Sognefjord begin, the climate is the same as that of the W. coast, being rainy and mild in winter and usually damp and cool in summer; but the seasons in its long and narrow arms are more similar to those prevalent in inland European countries. In winter a considerable part of these arms is usually frozen over, and although the ice is detached from the shore at its margins, being raised a couple of feet or more twice daily by the tide, it serves as a busy highway for sledge traffic. On these occasions the steamers of course cannot ply beyond the limits of the open water.

The *Inhabitants* (*Sogninger*) of the banks of the fjord, which, with the adjoining country, are all embraced in the name of '*Sogn*', appear to belong to two distinct races, those in the W. parts possessing the placid Norwegian character, while those of the E. parts are remarkable for their vivacity, which shows itself in their hurried and almost incoherent mode of speaking. All, however, will be found uniformly obliging and hospitable to travellers. — In these regions the traveller will still occasionally meet with an old *Røgstue* ('smoke house'), one of the primitive dwellings of the natives, with its *Ljor*, or opening for the smoke and admission of light, and its pointed roof (one of *Tidemand's* well known subjects). In the centre of these hovels was the *Grue* (or *Gruva*, 'pit', akin to 'groove'), or hollow in which the fire was lighted, which, as civilisation advanced, was afterwards replaced by a hearthstone with a chimney of masonry above it (*Skorsten*, *Arnested*, *Peis*). — On all the roads adjoining the fjord, with the exception of the great routes from Lærdal to Christiania, the *Stolkjærre* is almost invariably used instead of the lighter *Kariol*.

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A steamer leaves *Lærdalsøren* (p. 45) for *Aardal* twice weekly, the voyage occupying two hours. Both the *Lærdalsfjord* and the *Aardalsfjord* are unattractive, being bounded by barren rocky mountains, and their shores being almost entirely uninhabited.

**Aardal** (\**Jens Klingenberg's Inn*), a small village with a handsome church situated at the head of the fjord of that name, a branch of the Sognefjord nearly 2 M. in length, is the starting-point for an excursion to the *Vettisfos*, the finest waterfall in the Sogn district, and for a very interesting mountain-walk to *Nystuen* (p. 42). By starting very early in the morning, a good walker might accomplish each of these expeditions in one day, but on the excursion to the *Vettisfos* a night had better be spent at Moen or Vetti, and on the route to *Nystuen* (for which a guide is desirable) a night at Moen.

ROUTE TO THE VETTISFOS (7-8 hrs.; guide unnecessary; a moderate supply of provisions should be taken). We cross the *Aardals-tange*, a 'tongue' or neck of land separating the fjord from the ( $\frac{1}{4}$  M.) *Aardalsvand*, a grand mountain-lake,  $1\frac{1}{4}$  M. long. A boat on the lake carries us (1 pers. 1 kr. 40, 2 pers. 2 kr. 20 ø.) in 2 hrs. to *Farnæs*, at the N.E. end of the lake, and on the right bank of the *Utlæ*, a river which is formed by the confluence of numerous mountain-torrents.

From *Farnæs* a bridle-path ascends to the N. through the *Langedal*, passing the *Aare* and *Stokke* sæters, to *Muradn* (p. 176), whence a path leads through the *Lovardalsskard* (4699 ft.), a 'gap' or depression at the foot of the *Austabot-Tinder* and *Solei-Tinder*, into the *Berdal* and to *Gaarden Fuglesteg* (2494 ft.), which lies almost perpendicularly above the valley of *Fortun* (p. 152). The descent to *Fortun* is excessively steep, whence probably is derived the name of *Fuglesteg*, or 'bird-path'. The walk takes 10 hrs. in all (guide desirable; 4 kr.).

Ascending the *Utladal* from *Farnæs*, we soon cross the *Aardæla*, which descends from the *Tyn-Vand* (p. 166), and reach the *Gaard Moen*, or *Fosmoen* (tolerable night quarters), where the *Nystuen* route diverges to the right. From this point to the *Gaard Vetti* ( $1\frac{1}{4}$  M.) is a walk or ride of 4-5 hrs., the first  $\frac{3}{4}$  M. to the *Gaard Gjelle* (536 ft.) being nearly level. The *Gjellefos* descends here on the right. Here begins the formidable \**Vettisgjel*, a narrow ravine bounded by cliffs of immense height, and endangered by avalanches and land-slips in winter and in rainy weather. The *Utlæ* and the path here thread their way through a chaos of rocky debris, resembling the scene of the famous *Goldau* landslip in Switzerland. (Those who prefer to avoid this dreaded defile may ascend from the *gaard* to the top of the hill and follow a perfectly safe, but uninteresting sæter-path to *Utsnannaasi*, *Otjernnaasi*, and the *Vettismork-Sæter*, situated above the *Vettisfos*.) Beyond the ravine the path ascends a steep mountain-spur, and then skirts a perpendicular precipice, high above the *Utlæ*, passes the *Afdal* on the left, with the picturesque *Afdalsfos* (531 ft.), and the *Høljafos* on the right, and leads to the small *Gaard Vetti* (1092 ft.; good accommodation at *Anfind Vetti's*). — A good path constructed by the 'Turistforening' leads hence in  $\frac{3}{4}$ -1 hr. to the \**Vettisfos*, or *Vettismorkafos*, a fall of the *Morkakoldedæla*, about 900 ft. in height, one of the highest and finest waterfalls in Europe. By some travellers this justly celebrated cascade, with its picturesque adjuncts, is preferred to the *Rjukanfos* (p. 20), the *Vøringsfos* (p. 94), and the *Skjæggeldalsfos* (p. 100), but in volume of water it is generally far inferior to any of these. The fall may be viewed from above by ascending the precipitous *Vettisgalder* by a path leading to the *Vettismorksæter* (2190 ft.), and turning to the left a little below the sæter; but the utmost caution is necessary in approaching the brink of the abyss. — About  $\frac{1}{2}$  hr. beyond the sæter is the *Fleskedals-Sæter*, whence the *Friken* (4657 ft.; riding practicable to the summit), commanding a view of the *Horunger* and other snow-mountains,

may be ascended. The imposing *Stølsnaasi* (5725 ft.), between the Morka-Koldedal and Fleskedal may also be ascended from the Vettismorksæter (guide Anfind Vetti; 4 kr.). Comp. p. 173.

From the Fleskedals-Sæter a grand mountain route leads through the *Uradal* to *Smaaget*, the *Tyin-Vand*, and *Eidsbugarden* on the *Bygdin-Vand* in 8-10 hrs. (guide necessary; see R. 17, v.).

A steamer (see p. 51) leaves Aardal twice weekly for Lærdal, and also twice weekly for *Marifjæren* and *Skjolden* on the *Lysterfjord*, to which we now proceed. The voyage to Marifjæren takes 3 hrs., and to Skjolden 2 hrs. more.

The *Lysterfjord*, the N.E. and longest ( $3\frac{1}{2}$  M.) ramification of the Sognefjord, presents a series of wild mountain-landscapes, diversified by beautiful scenery of a softer type. On the W. side rises the precipitous *Hougmael* (3811 ft.), beyond which the steamer touches at  $\dagger$  *Solvorn* (\**Station*), a prettily situated place.

From Solvorn a beautiful walk or drive (see also below) may be taken across the hill to ( $1\frac{3}{4}$  M.) *Høfslund*, near *Sognadal* (p. 64). — Or a drive may be taken to ( $\frac{1}{2}$  M.)  $\ddagger$ *Hillestad*, whence the *\*Molde* (3665 ft.), a mountain rising between Solvorn and Marifjæren, may be ascended for the sake of the view it commands of the whole Lysterfjord, the Jostedalsbræ, and the Horunger (ponies and guides at Hillestad station). From Hillestad the road leads N.E. to ( $\frac{3}{4}$  M.) *Marifjæren* (from Solvorn to Marifjæren pay for  $1\frac{3}{4}$  M.).

On the promontory opposite Solvorn lies *Urnes* with its ancient 'Stavekirke' and 'giant tumuli' (*Kæmpehouge*). On the right, about  $\frac{1}{2}$  hr. after leaving Solvorn, we pass the *Gaard Kroken*, famed for its orchards. In  $\frac{1}{2}$  hr. more the steamer touches at —

*Marifjæren* (\**Jacob Thørvi's Inn*). prettily situated on the *Gaupnefjord*, a branch of the Lysterfjord, at the N. end of the Molde, mentioned above. (Steamer hence to *Lærdal* three times a week, once direct in 3 hrs., and twice via Aardal in 5 hrs.; to *Skjolden* twice a week.) A beautiful walk may be taken hence up the hill to the N.W. to the old church of *Joranger*, which commands a magnificent view of the fjord and the *Feigumsfos*, a waterfall 720 ft. high on the E. bank. To the S. of Marifjæren is *Gaarden Hundhammer*, whence part of the *Jostedalsbræ* is visible towards the N. — On the beach are observed a number of large stones, which have been forced up into their present position by the ice covering the fjord in winter. — At the N.W. extremity of the Gaupnefjord lies *Røneid* (\*Inn),  $\frac{3}{8}$  M. distant.

EXCURSION TO THE *JOSTEDAL* (2-3 days). Visitors to the *\*Jostedal*, with its famous glaciers, leave the steamer at Marifjæren and row in  $\frac{1}{2}$  hr. to ( $\frac{3}{4}$  M.) *Røneid*, which is fast station for boats, but slow for horses. A rough track, hardly practicable for driving (but riding recommended as far as the church), leads thence to (2 M.) *Myklemyr* (accommodation at *Anders'*, also horses) and (1 M.) *Jostedals-Kirke* (658 ft.). This part of the route, which is uninteresting, passes near several large glaciers (*Jekler*) descending from the *Jostedalsbræ* (*Bræ* signifying a mass of snow and ice, including the *Jøkler* or offshoots), the most important being the *Tunsbergsdalbræ* (8 Engl. M. in length) and the three glaciers of *Bergsæt* or *Krondal*; but they are not visible from the road. At Joste-

dal accommodation may be obtained at the parsonage or at one of the farm-houses.

The principal object of interest in the valley is the \*Nigardsbræ, 1 M. to the N. of the church. At *Gaarden Faaberg* (1314 ft.; quarters for the night),  $\frac{1}{4}$  M. farther, the best guide for a visit to the glacier may be procured, but his services are unnecessary unless the traveller intends crossing the Jostedalsbræ or proceeding to the Gudbrandsdal or Nordfjord. Other glaciers beyond the Nigardsbræ are the *Bjørnesteg* or *Faabergsstøl* ( $\frac{1}{4}$  M. from Faaberg), and the *Lodalsbræ* and *Stegholtsbræ*,  $\frac{3}{4}$  M. farther. — Travellers intending to cross the mountains usually spend the preceding night at the *Faabergsstøl*,  $\frac{1}{2}$  M. above *Gaarden Faaberg*, and at the foot of the *Lodalsbræ*, which, together with the *Stegholtsbræ*, is most conveniently visited from this point and will repay the trouble.

*From Faabergsstøl to Stryn and Faleide*, see p. 126; *to the Gudbrandsdal*, see p. 153.

The Jostedal glaciers, having long been known and frequently explored, are the most celebrated in Norway and have been described by *Forbes* in his 'Norway' (Edinburgh, 1853), by *C. de Seve* in his work 'Le Névé de Jostedal et ses Glaciers' (Christiania, 1870), and by *Durocher, Bohr, Naumann*, and others.

ROAD FROM MARIFJÆREN TO SOGN DAL (2 $\frac{1}{2}$  M.), a beautiful walk (6-7 hrs.) or drive (5-6 hrs.). Horses must be ordered in good time as the station is a 'slow' one. The hilly road passes the base of the *Molle*, which is very steep and not easily ascended on this side, and follows the course of the *Bygdeelv*. On the right, above us, lies *Joranger*. We pass a number of farms and cottages, chiefly on the sunny side of the valley, and plantations of birches and alders, the leaves of which serve as fodder for the sheep and goats. A little to the right lies *Fet*, with its old church. At the highest point of the road (about 1200 ft.) we obtain a view of the distant snow-mountains to the S. of the Sognefjord, including the *Fresviksbræ*. During the somewhat steep descent we obtain a magnificent \*VIEW of the scattered village of *Hafslø* with the *Hafsløvand* and the mountains of the Sognefjord, and at our feet lies —

$\frac{3}{4}$  M. †*Hillestad* (very poor station). The church and parsonage of *Hafslø* lie on the lake, about  $\frac{1}{8}$  M. to the W.

Ascent of the *Molle* from Hillestad, see above. — From Hillestad to *Solvorn* on the *Lysterfjord* (p. 54) 1 $\frac{1}{2}$  M.; the road to Sogn dal diverges to the right about  $\frac{1}{8}$  M. from Hillestad.

From Hillestad or Hafslø to the *Veitestrandsvand* and *Fjærlandsfjord*, see p. 57.

Beyond Hillestad the road passes the lake and traverses a pine-wood, through which glimpses are obtained of the lake and the Jostedalsbræ to the N. The Solvorn road diverges here to the left. — Beyond *Gaarden Oklevig* the road attains its highest point, and then descends the numerous zigzags of \*Gildreskreden (*Skreien*), where great caution is necessary in driving. Near the beginning of them is *St. Olafskilde*, a spring from which sick persons sometimes drink, devoutly making the sign of the cross with two sticks. In descending we obtain a magnificent view of the fjord. On our right rushes the *Orrøielv*, descending from the *Veitestrand* and *Hafslø* lakes, and forming the *Helvetesfos* and *Futesprang*. Below

us lies *Nagløren*. The road now skirts the *Barsnæsfjord*. The glacier-worn rocks should be observed here, with large isolated boulders resting on them at places. The vegetation gradually becomes richer, and oaks, elms, and ashes begin to appear. Passing through the *Børhul*, a curious aperture in the rock, the road ascends to the heights of *Kram*, which afford another splendid view. At *Garden Loftnes*, on the opposite bank, the fjord contracts to a narrow channel, and the *Sogndalsfjord* now begins. We then reach †*Hofslund*, the station for the adjacent *Sogndal*, a pretty place with a good inn (p. 64),  $1\frac{3}{4}$  M. from *Hillestad*. — From Sogndal to Fjærland, see p. 57.

FROM MARIFJÆREN TO SKJOLDEN. The upper part of the Lyster-fjord is grand and picturesque. The steamer passes *Næs*, near the mouth of the Gaupnefjord, on the left, and the imposing *Feigumsfos*, a fine waterfall of two leaps, 1400 ft. in height, on the right, and next stops (1 hr.) at †*Døsen* (\**Inn*) on the W. bank, near the old stone church of *Dale*, whence a road leads to *Næs*. Beautiful scenery, somewhat resembling that of the Lake of Lucerne.

From *Døsen* the traveller may ascend the *Daledal* by a horse-track to *Gård Kilen*, beyond which there is a steep climb to the *Vidde of Storhougen* (2600 ft.), at the head of the valley, and the *Fjeldgaard Vigdal*. The path then descends to *Muklemyr* in the *Jostedal* (p. 54), about 2 M. from *Døsen* (a walk of 6-7 hrs.; guide advisable).

From *Døsen* the steamer proceeds (twice a week) in another hour to *Skjolden* (\**Inn*), prettily situated at the end of the Lyster-fjord. To the E. rises the snow-clad *Fanaraak*; in the foreground, to the right, is *Eide*; to the left are *Bølstad* and *Skjolden*.

From Skjolden to the *Fortundal*, and to *Rødsheim*, see R. 16; to the *Horunger*, see R. 17, x.

The \***Fjærlandsfjord**, of which the *Sværefjord* and *Vetlefjord* are branches, extends to the N. of *Balholm* (p. 64) for a distance of  $2\frac{1}{4}$  M., and is terminated by the *Bojums-Jøkel* and the *Suphelle-Jøkel*, the two most imposing offshoots of the *Jostedalsbræ*. A steamboat at present runs to *Fjærland* at the head of the fjord once a week only (Wed.), coming from *Lærdal* viâ *Gudvangen*, and stopping half-a-day (Thurs.) at *Fjærland* so as to allow time for a visit to the glaciers. The excursion may therefore be very conveniently made from *Lærdal* or from *Gudvangen*; but if the traveller who has visited the Lysterfjord has time and energy still at command, he will find it interesting to cross the mountains from that fjord to Fjærland, spend one or more days in exploring the glaciers, and return thence on a Thursday by steamer to *Lærdal*, or to *Balholm*, where a steamer on its way to *Bergen* usually touches on Friday mornings. If the W. and N. fjords with their magnificent snow-mountains and picturesque waterfalls be thus visited in succession, the traveller will then have seen the whole of the finest scenery of the Sognefjord with the exception of the *Nærø-*









fjord (p. 59), which is traversed by the favourite routes to Bergen and to the Hardanger Fjord, and conveniently visited last.

FROM HILLESTAD TO FJÆRLAND (one day; a supply of provisions desirable). About  $\frac{3}{4}$  M. from Hillestad (p. 55) is the S. end of the *Veitestrandsvand* (640 ft.),  $1\frac{1}{2}$  M. long, to the N. end of which we row in  $2\frac{1}{2}$  hrs.; we then walk to the neighbouring farm of *Heggstrand* (quarters for the night, if necessary). This gaard and several higher up form the *Veitestrandssbygd*, beyond which the path ascends gradually to the region of snow, where 'ice-irons' (*Brodder* or *Fodpigge*) are usually put on. The route passes through the *Veitestrandsskard*, and then descends rapidly over snow and ice (where caution is necessary) to the *Suphelle-Seter*, and thence to the *Vellebrae* in the Suphelledal (see below).

FROM SOGN DAL TO FJÆRLAND (10-12 hrs.). This is a much easier and more interesting route than the last. A tolerable road ascends from Sogndal to (1 M.) the *Sogndalsvand* (1500 ft.), on which we row to ( $\frac{1}{2}$  M.) *Gaarden Selseng* at its N.W. end. From this point the traveller may ascend *Thorstadnatten*, which commands an imposing view of the *Toggå* (4900 ft.), the *Fruhest*, the *Barnekona*, and the *Jostedalsbrae*. To the E. the Horunger are visible in clear weather. — The path now ascends the *Longedal*, passing several sæters, to the central of the three depressions in the mountain, about 4000 ft. above the sea, to the left of which rise the summits of the *Frudalsbrae* (5150 ft.). It then descends the *Bergedal* to *Gaarden Berge* on the E. bank of the Fjærlandsfjord, from which a boat conveys us in 1 hr. to ( $\frac{1}{2}$  M.) *Fjærland*.

The banks of the Fjærlandsfjord are very imposing, though less precipitous than those of the Nærøsfjord (p. 59). On the right, above the *Rommedal*, rises the \**Rommehest* (4120 ft.), which may easily be ascended, and commands a mountain-view of the grandest description. The steamer stops at *Fjærland* or *Mundal* (Inn kept by *Aasmund Mundals Enke*),  $\frac{1}{8}$  M. from the head of the fjord; accommodation may also be obtained at *Gaarden Vaatevik*,  $\frac{1}{2}$  M. from the pier. From either of these points the glaciers may be visited in 5-6 hrs. (there and back, guide unnecessary).

The \**Store Suphellebrae*, in the Suphelledal,  $1\frac{1}{2}$  hr. to the N.E. of the steamboat-pier, descending to within 150 ft. of the sea-level, is the lowest glacier in Norway, with the exception of the northernmost glaciers in the Jøkelfjord in Tromsø Amt (p. 237). The lower part of the glacier, however, consists merely of the fragments of ice which fall over the rocks from the proper glacier above. — About 1 hr. higher up lies the \**Vetlebrae* or *Lille Suphellebrae*, which is remarkable for the purity of its ice. — The *Skjeidesnipa* (4725 ft.) separates the Great Suphellebrae from the \**Bojumsbrae*, the foot of which is 600 ft. only above the fjord, presenting a huge ice-fall ( $1\frac{1}{2}$  hr. from the steamboat-pier).

## 6. The Sognefjord. From Lærdalsøren to Aurland and Gudvangen. From Gudvangen to Bergen.

*Comp. Maps, pp. 40, 56.*

STEAMBOATS. There are usually two steamers weekly to Gudvangen via Aurland, and two steamers to Gudvangen direct (see p. 51).

Leaving Lærdal and its uninteresting fjord, the steamer passes the long promontory of *Resnæstangen* and *Indre Frøning*, and

usually touches at ( $1\frac{1}{2}$  hr.) *Ytre Frøningen* on the main fjord, consisting of a substantial gaard and a saw-mill a little to the E. of it. On a green plateau, about 400 ft. higher, lies the *School House*, attended by the children of this very scattered district.

From Indre Frøningen, to which the traveller must walk or row, the huge \**Blejen* (5560 ft.), a spur of the *Blaafjeld* (6790 ft.), may be ascended in 6-7 hrs.; it commands an admirable view of the Sognefjord, the Jostedalsbræ, the Horunger, the Jotunheim Mts., the Hallingdal, and Voss. The fjord itself is best seen from the brink of the *Lemegen* (5190 ft.), a cliff descending almost perpendicularly to the N. — The ascent from Frøningen is steep. An easier route is from *Vindedal* (poor accommodation),  $\frac{3}{4}$  M. to the W. of Lærdal, and a little to the E. of *Refsnæstangen* (16 hrs. to the summit and back). Seen from various parts of the fjord, the Blejen forms a very imposing object in the landscape. — Travellers staying at *Amble* (p. 63) may make the ascent from Frøningen or from Vindedal, either of which may be reached by small boat in an hour.

The scenery now becomes more picturesque, and the steamboat soon turns to the S. into the \**Aurlandsfjord*, a branch of the Sognefjord, passing *Fresvik* (p. 63), to the right, with its snow-mountains in the background. The Aurlandsfjord and the *Nærøfjord* which diverges from it (see below) are two enormous ravines with precipitous rocky banks, 3000-4000 ft. in height, forming the slopes of the higher mountains behind, which are not visible from the lake. As these banks are intersected at places by side-valleys descending to the lake, they are often divided into sections somewhat resembling the lofty gables of mediæval houses. Being rocky and barren, they are almost entirely uninhabited; but houses are occasionally observed high above the lake, perched on some apparently inaccessible rock. Over these abrupt slopes are frequently precipitated waterfalls of great height, partly perpendicularly, and partly in the form of streaks of foam gliding over the dark-brown rock, and reflected in their whole length in the unruffled water of the sombre fjord. Their monotonous murmur alone breaks the profound silence of the scene.

The first place in the Aurlandsfjord is *Brednæs* (or *Breinæs*), a group of poor houses on the left. We next pass the entrance to the *Nærøfjord* (between *Nærønæs* and *Beiteln*) on the right, and enter the S.E. arm of the *Aurlandsfjord*. On the right is *Underdal*, prettily situated, whence the *Steganaasi* ('ugly' or 'terrible nose'; 5660 ft.), the highest peak of the *Syrdalsfjeld*, may be ascended via the *Melhus-Sater*. Opposite, to the E., rises the long *Flenjæg*, with the *Flenjanaasi* (4840 ft.) farther to the S. The steamer stops at *Aurland* or *Aurlandsvangen* (\**Brun's Inn*), the principal hamlet in the *Vasbygd*, from which a route leads past the *Vasbygdvand*, up the imposing *Galder of Sønjereim*, and across the mountains to *Hammersbøen* in the *Hallingdal* (see pp. 34, 33).

The interesting \**Flaamsdal* (*Flaam* or *Flaum* signifying a flood, or swollen river) may be visited by rowing to *Gaarden Fretheim*, at the head of the fjord, fully  $1\frac{1}{2}$  M. distant from Aurland, and walking or riding thence along the *Moldaalev* to *Gaarden Melhus* (1294 ft.), where the night may be spent, or to *Gaarden Kaardal*, the highest house in the valley

(3-4 hrs.). The finest points in the Flaamsdal are the hill above the church of *Flaam*, the *Riondefos*, *Vibesnaasi*, and the *Berakvansgjel* (*Gjel* or *Gil*, 'cleft', 'ravine').

FROM AURLAND TO VOSSEVANGEN (3 days). 1st Day: to *Kaardal*, as above. 2nd Day (guide desirable as far as *Opstøl*): a steep ascent of about 2000 ft. to the *Gravahals* (*Hals* signifying 'pass'; 3728 ft.), following the telegraph-wires; then a descent to the *Rundehoug Sæter* and *Opstøl* in the district of *Voss*, whence the path follows the *Rundalselv* to *Almendingen* (in all 12-14 hrs.). 3rd Day: bridle-path to (1½ M.) *Kløve*, and road thence to (¾ M.) *Vossevangen*. — Above *Kløve* is the so-called *Sverresti* ('Sverre's path'), which is said to have been traversed by King Sverre and the Birkebeiner in 1177. — From the head of the *Rundal*, which is entered a little to the S. of the *Gravahals*, and which will eventually be traversed by the *Bergen* and *Voss* Railway, another route, diverging to the left, leads to (6-7 hrs.) *Ose* on the *Osefjord*, a branch of the *Hardanger* (p. 92). A rough mountain track also leads from *Almendingen* direct to (6-7 hrs.) *Ulvik* (p. 91).

FROM AURLAND TO LÆRDAL (2 days). This is an interesting route for pedestrians, traversing magnificent mountain-scenery. 1st Day: steep ascent of about 4000 ft. between the *Blaaskavl* (*Skavl*, 'snow-drift') on the N. and *Heiskarsnuten* on the S., and afterwards passing the lofty *Hodnsnipe* on the right, to the *Hodnsæter* (8 hrs.). — 2nd Day: to the *Skualessæter* and ascend the \**Barshægda* (4635 ft.), commanding a superb view as far as the *Horunger*, and of the *Jøranaasi* with the *Troldefjeld*. A rough *sæter-path* then descends to the (7 hrs.) church of *Tønjum* in the *Lærdal* (p. 45), from which *Lærdalsæren* is 1 M. distant by the high-road. — Another path leads direct from the *Hodnsæter* to *Lærdalsæren*, but misses the fine view from the *Barshægda*.

THE \*NÆRFJORD. The direct steamer from *Lærdal* to *Gudvangen* performs the trip in 3½ hrs.; another, via *Amble* (p. 62), takes 4 hrs.; and those via *Aurland* take 5 hrs. (from *Aurland* to *Gudvangen* 2 hrs.). The strikingly grand and severe \**Nærøfjord*, a S.W. branch of the *Aurlandsfjord*, is 1½ M. in length. A little beyond *Dyrdal*, which lies on the right, at the mouth of the valley of that name, the fjord contracts to a narrow defile, bounded by precipitous rocky mountains of immense height. On the left lies *Styve* and beyond it *Holmenes*. On the right rises the church of *Bakke* or *Nærø*, picturesquely situated, with a cluster of small farms and poor cottages around it. At the landing-place, ½ M. farther, the water is shallow, and passengers are landed in small boats.

+ *Gudvangen* (\**Hansen's Inn and Station*, small, on the left, below the level of the road), a hamlet at the head of the *Nærøfjord*, 10 min. from the landing-place, lies in so confined a situation that it is not reached by the sun's rays throughout the whole winter. On the E. rises the *Sjerpenut*, on the W. the *Solbjørgenut*. From the *Kilsboten*, to the N. of the former, is precipitated the \**Kilefos*, a waterfall resembling the *Staubbach*, 1850 ft. in height, beginning with a perpendicular fall of 500 ft. and terminating in a cataract. On the right of the fall is the *Hestnæsfos* and on the left the *Nautesfos*, which unite with it at one point and afterwards separate. The *Nærødalselv* affords tolerable fishing, but *Gudvangen* is not recommended for a prolonged stay. If the traveller merely visits the place from *Lærdal*, and intends returning thither or proceeding to some other part of the *Sognefjord*, he should not omit

to ascend the valley as far as the head of the *Stalheimsklev*, a magnificent walk or drive of 5-6 hrs. there and back. The only other walk from Gudvangen is down the left bank of the fjord, passing the landing-place, by a level road to ( $\frac{1}{2}$  M.) *Bakke* (or *Nærø*), with its picturesquely situated church (see above).

**FROM GUDVANGEN TO VOSSEVANGEN AND BERGEN (13 $\frac{1}{2}$  M.).** This part of our route, particularly as far as (4 M.) *Vossevangen*, traverses some of the grandest and most picturesque scenery in Norway, and is preferable to the direct steamboat-route from Lærdal to Bergen (R. 7). Instead of going direct from Vossevangen to Bergen via Bolstadøren, the traveller who intends proceeding northwards from Bergen to Molde and returning thence by the Romsdal, or to Throndhjem and returning thence by railway, is recommended to go from Vossevangen to *Eide* (p. 90), visit the Hardanger Fjord, and then proceed to Bergen. Those, on the other hand, who propose to return home from Bergen via the Hardanger Fjord and Stavanger will prefer to go from Vossevangen to Bergen via Bolstadøren.

All the stations from Gudvangen to Evanger, inclusive, are fast (1 kr. 80 ø. per horse and cart per mile; carrioles rare, so that two travellers with moderate luggage usually take a Stolkjærre at a fare and a half). No good quarters for the night between Gudvangen and Vossevangen.

The road, part of which is new, having been completed in 1878, ascends gradually from Gudvangen through the wild and picturesque \**Nærødal*, with its exquisitely clear river, bounded on each side by lofty and imposing mountains, of which the huge *Jordalsnut* (3600 ft.) is the most conspicuous on the right. On the rocky precipices on either side are seen traces of the numerous avalanches (*Skred*) which fall into the valley in the early part of the summer. The road passes the houses of *Sjerpinq* and *Hylland*, and (about  $\frac{7}{8}$  M. from Gudvangen) reaches the \**Stalheimsklev* (*Kler*, 'cliff'), a precipitous slope, about 1000 ft. in height, which terminates the valley. The road ascends the 'Klev' by means of sixteen somewhat steep zigzags, the ascent of which takes nearly an hour. On the right is the \**Sevlefoss*, on the left the \**Stalheimsfoss*, two picturesque waterfalls. Looking back from the top of the pass, we enjoy a very striking view of the profound and sombre *Nærødal*, with the huge rounded rocky summit of the *Jordalsnut* on the left, and the Kilefoss beyond it. This view is justly considered one of the grandest of its kind in Norway. A little beyond the summit of the pass we reach —

1 $\frac{1}{8}$  M. (pay for  $\frac{1}{2}$  in the reverse direction) † *Stalheim* (1130 ft.; poor station), where we enter a broad and comparatively level region of the valley, bounded by grey rocky mountains (*Kaldafjeld*, *Auxeln*, *Mulmagrønsnauven*), and presenting a more smiling aspect than the ravine we have just quitted.

From *Gaarden Brække* near *Stalheim* a dizzy path, known as *Naalene*

(the needles') leads high above the Nærldal and past the Jordalsnut to *Gaarden Jordal* (1100 ft.), and thence across the mountains to the *Sadlen Seter*, whence the traveller may descend either to *Vik* or to *Fresvik*, both on the Sognefjord (p. 63). As far as Gaarden Jordal a guide is unnecessary.

Crossing the watershed between the Sognefjord and the Bolstadfjord, the road passes the *Opheimsvand* and *Opheim-Kirke* (952 ft.), prettily situated on the bank of the lake, and leads through *Orehullet*, a kind of natural rocky gateway, beyond which we obtain a view of distant snow-mountains. Traversing a picturesque valley, we next stop at —

1 M. (pay for  $1\frac{3}{8}$ ) † *Vinje* (957 ft.; poor station), and descend thence by a hilly road to —

$\frac{7}{8}$  M. (pay for  $1\frac{1}{4}$ ) † *Tvinde* (226 ft.; very poor station), passing the *Tvindefos*, a fine waterfall on the right. The valley now expands and becomes more fertile. On the right rises the *Lønehorje* (4600 ft.) and *Hodn* (3600 ft.), on the left the snow-clad *Hondalsnut* (4785 ft.), and opposite us the *Graasiden* (4270 ft.). The road traverses a beautiful pastoral and partially wooded district, crosses the *Rongsbakke*, and passes the *Lønevande* on the left, beyond which it descends somewhat steeply to —

1 M. (pay for  $1\frac{3}{8}$ ) † **Vossevangen** (\**Fleischer's Hotel and Station*, on the bank of the lake, 5 min. beyond the village, comfortable; \**Dykestens Inn*, in the village, near the church, less pretending), charmingly situated on the *Vangsvand* (123 ft.), in the midst of an unusually well-cultivated district, which may be termed the kitchen-garden of Bergen. This spot is suited for a prolonged stay. The lake and neighbouring streams afford tolerable fishing, and several beautiful excursions may be made in the vicinity. The only object of interest in the village itself is the timber-built *Church*, which dates from the 13th century. The *Lønehorje* (4600 ft.), to the N., may be ascended hence in 5-6 hrs., the path being practicable for riding nearly the whole way. The *Hondalsnut* (4785 ft.), to the E., may also be ascended in about the same time from ( $\frac{1}{2}$  M.) *Moen* on the road to Eide.

FROM VOSSEVANGEN TO EIDE ON THE HARDANGER FJORD ( $2\frac{3}{4}$  M.; fast stations; 1 kr. 80 ø. per mile). The road leads to the S.E., at first skirting the *Vosseelv*, and then gradually ascending to its highest point (858 ft.). The country is pretty and well cultivated, but somewhat monotonous. The silver fir is seen here at intervals. The road then descends gradually and crosses the boundary of the Hardanger district. A number of marshy ponds impart a dark brown colour to the water of the *Skjerveselv*, which flows southwards. The upper part of the valley soon terminates suddenly (as at Stalheim), and the road descends in zigzags into the profound and most picturesque valley known as "Skjervet", flanked with imposing rocks. On the left the "Skjervesfos" is precipitated in the form of a veil over the black slate rock. The vegetation becomes richer as we descend, the lime and the ash occurring frequently here. Farther on we pass a number of old moraines. On the left is the "Skorveos.

2 M. (pay for  $2\frac{1}{4}$  in the reverse direction) † *Øvre Setm (i Graven)*, or *Vasenden* (tolerable station) is prettily situated on the *Gravenwand* (p. 90), the E. bank of which is skirted by the road. Opposite rises the lofty *Næsheimshorjen*. From *Graven-Kirke*, about halfway between Vasenden and Eide, a very steep and hilly road crosses the mountain to ( $1\frac{1}{2}$  M., pay

for  $\frac{25}{8}$  M.  $\dagger$  *Ulvik* (p. 91), a beautiful walk or ride of  $3\frac{1}{2}$  hrs., but hardly practicable for driving. We next pass *Nedre Vasenden*, at the lower end of the *Gravenvand*, pass through a rocky defile, and soon reach —  $\frac{3}{4}$  M. *Eide* (see p. 90).

From Vossevangen to the *Flaamsdal* and *Aurland* (3 days), see p. 59.

Beyond Vossevangen our route, which, as far as Bolstadøren, nearly coincides with the Bergen and Voss Railway, now in course of construction, skirts the hilly N. bank of the picturesque *Vangsvand* for about  $\frac{3}{4}$  M., then follows the direction of the *Vosseelv*, passing *Gaurden Flage* and traversing a pleasant district, to —

$15\frac{1}{8}$  M. (pay for 2)  $\dagger$  **Evanger** (\**Mme. Monsen's Inn*), situated on the *Evangervand*, whence the summit of the *Myklethveiten* (3755 ft.), to the S., an admirable point of view, may be reached in 2-3 hrs. — A small steamer usually runs twice daily from Evanger to the W. end of the lake ( $\frac{5}{8}$  M., in 40 min.; fare 80 ø.), whence the road descends by the side of the beautiful *Vosseelv* to Bolstadøren,  $\frac{1}{2}$  M. farther. (When the river is sufficiently full, it is possible to row down from the *Evangervand* to Bolstadøren, shooting several rapids by the way.)

$1\frac{1}{8}$  M. **Bolstadøren** (\**Station*, 'slow') lies at the E. end of the *Bolstad-Fjord*, a branch of the *Osterfjord*. A steamer usually runs hence to Bergen three times weekly (in  $5\frac{1}{2}$ -6 hrs., or upwards, according to the state of the tide), traversing the narrow and at places very picturesque fjords just mentioned.

If the steamer does not run, the route from Bolstadøren to Bergen is as follows (the stations being all 'slow'): — ( $\frac{3}{4}$  M.) *Dalseidet*, by water; then to ( $\frac{5}{8}$  M.) *Dale*, by land; by boat on the *Osterfjord* to ( $2\frac{3}{4}$  M.) *Garnæs*; and lastly by land to ( $\frac{3}{4}$  M.) *Lone* and ( $1\frac{7}{8}$  M.) **Bergen** (p. 102).

## 7. The Sognefjord. From Lærdalsøren to Bergen by Steamer.

*Comp. Maps, pp. 40, 56.*

31 M. STEAMBOAT from *Lærdalsøren* to *Bergen* 5 times weekly in 14-23 $\frac{1}{2}$  hrs.; fares 12 kr. 40, 7 kr. 75 ø. (comp. p. 51). Each of the five steamers slightly varies its route on each trip, so that it is only at the most important stations that they touch regularly four times weekly in each direction. Such stations are indicated in the present route by being printed in heavy type. (See 'Communicationer'.) The distance between the stations are given in Norwegian nautical miles, one of which is equal to 4 Engl. M. (Through-passengers pay for the *direct* distance to Bergen, while the distance actually traversed is 10-12 M. more.)

*Lærdalsøren* (p. 45), as already mentioned, is the most important place on the Sognefjord, being the starting-point of the routes to Christiania through Valders and through the Hallingdal, and also of the local steamers to the western branches of the Sognefjord, which have been already described. The first station on the steamboat route from Lærdal to Bergen is —

2 M. *Amble* (\**Inn kept by the Lensmand*), prettily situated on the N. bank of the Sognefjord. Through the bay of Amble a strik-

ing survey is obtained of the *Fresvik Glacier* on the opposite bank of the fjord, or better from the top of the \**Blaafjeld* (1700 ft.), 1 hour's walk to the S., a magnificent point of view. At low tide the naturalist should visit the beach (*Fjære*) here, which will afford him several objects of interest. A road leads hence, passing *Gaarden Heiberg*, to (1/8 M.) *Kaupanger*, beautifully situated at the head of the *Bay of Amble*, which somewhat resembles a large crater, but not a steamboat-station. The small *Stavekirke*, now restored, dates from the time of King Sverre (12th cent.). The landscape is diversified here by a number of fine elms and ashes. From Amble to Sogndal the steamer usually takes 2½ hrs. or more, having a circuit of more than 3 M. to perform.

FROM AMBLE TO SOGNDAL (1½ M.). The direct route, by taking which the traveller disembarking here may catch the steamer again at Sogndal, is by a good road to (1/8 M.) *Kaupanger* (see above), beyond which it ascends, commanding a magnificent retrospect of the Sognefjord and particularly of the precipitous slopes of the snow-clad *Blejen* (p. 58). The road then enters a pine-forest, and descends past several large farms (each provided with a 'Stabbur' and belfry with the 'Maulklaukka', or bell to summon the labourers to meals) to (1/2 M.) *Eide* (a poor station). A road skirting the *Eidsfjord* leads hence to (1/2 M.) *Loftefnæs*, a substantial farm-house opposite Sogndal, to which the traveller crosses the *Sogndalsfjord* by boat. It is, however, preferable to row from Eide to Sogndal (1/2 M., in 1 hr.; boat with two rowers 1 kr. 8 ø), passing the picturesque *Storhøg*, a mountain furrowed by avalanches, and traversing the *Eidsfjord*, in which herrings (*Sild*) are frequently caught in large numbers. To the N.W. rise several snow-clad mountains. The water in this bay is almost entirely fresh on the surface, but is salter in its lower strata.

2 M. *Frøneningen* (p. 58), at which the larger steamers rarely touch, lies on the S. bank of the fjord, and is reached in 1½ hr. from Amble. Ascent of the *Blejen*, see p. 58.

1 M. *Fresvik*, a small station on the S. bank of the Sognefjord, at the entrance to the Aurlandsfjord (p. 58), lies at the N. base of the *Nonhaug* (*Non*, 'noon', or rather 2 or 3 p.m., when the sun appears over this *Haug*). To the E. is *Nuten* with the *Saltkjelnas*. A very interesting excursion may be taken to the \**Fresvik Glacier* to the S.W. (driving practicable part of the way). A mountain path leads hence through the *Tundal* and *Jordal* to (8 hrs.) *Stulheim* (p. 60), on the road from Gudvangen to Vossevangen.

The steamer now steers towards the N., passing the promontories of *Hønsene* ('the poultry') and *Meisen*, and enters the narrow *Sogndalsfjord*, an arm of the Sognefjord about 1½ M. in length. On the left *Gaarden Lunden*; on the right is *Fimreite*, on a fertile hill, commanded by the mountain of that name (2575 ft.) rising above it, and bearing traces of a great avalanche (*Skred*) which once descended from it. On 15th June, 1184, Magnus Erlingsson was signally defeated and slain here by King Sverre. Passing through the narrow *Norefjord* (with the peninsula of *Nordnæs* on the left), we enter the *Sogndalsfjord* strictly so called, the smiling banks of which form one of the best cultivated districts in Norway. On the left rises *Olmheims Kirke* (belonging to the parish of Sogn-

dal); *Fardal* lies at the mouth of the *Aust (Øverste) Dal*. On the right opens the *Eidsfjord*, on the bank of which rises the *Storhoug* (3940 ft.). On the left lies *Gaarden Stedje* (or *Steie*), with its thriving orchards.

3 M. **Sogndal** (\**Hotel*), consisting of *Sogndalskirke*, *Hofslund*, and *Sogndalsfjæren* (*Fjære*, ‘beach’), reached by steamer in  $1\frac{1}{2}$  hr. from *Fresvik*, lies on an old moraine through which the *Sogndalselv* has forced a passage. The beauty of the situation is enhanced by the lofty mountains in the neighbourhood (*Storhougen*, to the S.; *Skriken*, 4120 ft., to the W.; and \**Njuken*, to the N., which last may easily be ascended in  $3\frac{1}{2}$  hrs.), and by the comfortable-looking farm-houses on the banks of the fjord, among which that of *Aaberge* to the N. is especially conspicuous. After the battle of *Fimreite* the victorious *Birkebeiner* are said to have burned a hundred farm-houses here in one day. A pleasant walk may be taken on the bank of the river to the *Waterfall*, where there are several mills, and then to the S. to the picturesque timber-built *Church*, a *Bautastein* adjoining which bears the Runic inscription; ‘*Olafr konungr saa ut mille staina thessa*’. The road may then be followed to *Stedje*, with its two large *Kæmpehouge* (‘giant tumuli’), whence we may return to *Sogndalsfjæren* by boat (an excursion of 1 hr. in all). The banks of the fjord are enlivened by numerous birches.

From *Sogndal* to the \**Frudalsbræ* (to the N. of which is the \**Stendalsbræ*) and *Fjærland* (10-12 hrs.), see p. 57. From *Sogndal* to *Mari-fjæren*, a beautiful walk or drive of  $2\frac{1}{2}$  M., see p. 55.

Returning to the central highway of the *Sognefjord*, the steamer steers towards the W. and touches at —

3 M. **Leikanger** or **Lekanger** (\**Inn*, suitable for a prolonged stay), situated on the beautiful and fertile N. bank of the fjord, known as the *Sjøstrand*. To the E. lies *Gaarden Henjum*, with a quaint ‘*Stue*’ (wooden house) of the 17th cent., and to the W. *Gaarden Husebø*, with a lofty *Bautastein*.

A day’s excursion may be taken from *Leikanger* to the N. through the *Henjumdal* to the *Gunvordsbræ* (5150 ft.).

On the opposite bank of the fjord lie *Fejos* (*feia*, ‘erode’; *os*, ‘mouth of a river’), where a steamer touches once weekly in each direction, and *Vangsnæs* (‘meadow promontory’), commanded by huge mountains in the background. From *Fejos* mountaineers may ascend the \**Rambæren* (5250 ft.) and the \**Fresvik Bræ* (5150 ft.). — Opposite *Vangsnæs* the *Fjærlandsfjord* (p. 56) opens to the N., while the main fjord trends suddenly to the S. — The next steamboat-station is —

2 M. **Balholm** (\**Inn*), the principal village on the fertile *Balestrand*, finely situated on the N. bank of the fjord, near the entrance to the *Fjærlandsfjord*. The small inlet to the N.W. of *Balholm* is the *Essefjord*. The imposing mountain-background consists of *Gjeiterryggen*, *Vindrekken* (3875 ft.), and *Guldæple*; farther

to the N. are *Furunipa* and *Toten*. Between the *Guldæple* and *Furunipa* is the curious gap called *Kjeipen* ('rowlock', from the supposed resemblance). The \**Munkeegg*, to the S., which is easily ascended, commands a striking view.

The *Balestrand* (*Bale*, 'elevated beach') is commonly supposed to be the scene of Tegnér's 'Frithjofs Saga'. At *Gaarden Flesje*,  $\frac{1}{2}$  M. to the S., King Bele's tomb (*Gravhoug*) is pointed out, while the fertile promontory of *Vangsnaes* opposite is said to be the *Framnaes* of Frithjof ('the robber of peace'). To the N. of Balholm is the very picturesquely situated church of *Tjugum*. Shortly before we stop at Balholm, the deck of the steamer affords a view of the *Vetlefjord* with its glacier-background, but not of the N. end of the *Fjærlandsfjord* (p. 56).

Balholm is well adapted for a lengthened stay, as several interesting excursions may be made in the neighbourhood, the finest of them being a visit to *Fjærland* and its glaciers, which have been already described (p. 57).

**FROM BALHOLM TO SANDE** (2 days). 1st Day. Row up the *Sværefjord* to (1 M.) *Gaarden Sværen* at the head of the bay (tolerable quarters); ascend through the valley ( $\frac{1}{4}$  M.), and then by a steep and rugged path to the *Sværeskard* (2300 ft.), a pass between lofty mountains, and sometimes partially covered with snow, whence a fine retrospect is obtained towards the *Sognefjord*; the route next traverses a boggy and sterile plateau to the watershed, descending from which it soon reaches a sæter (about 5 hrs. from *Sværen*); it descends thence, passing a small lake, and traversing wood at places, to another sæter, crosses the river, and leads over marshy ground to *Mjell* (8-10 hrs. walk in all). — 2nd Day. From *Mjell* by a bridle-path to *Gaarden Hof*, and thence by a road to the pretty *Vikstrand*, a lake about 1 M. long, which is traversed by boat, passing the island and chapel of *Hæstad*; thence by road to *Sande* (p. 122; a walk of 3-4 hrs. and a row of  $\frac{1}{4}$  hr. in all).

**FROM BALHOLM TO FØRDE** (2 days). 1st Day. Row to (1 M.) *Ulvestad*, at the head of the \**Vetlefjord*, and follow the road thence to ( $\frac{1}{2}$  M.) *Mell*, near which an offshoot (*Jøkel*) of the *Jostedalsbrae* descends into the valley; thence, with a guide, to *Botnen* at the S.W. end, or to *Grøneng* at the N.E. end of the *Haukedalsvand*, both routes being rough and fatiguing (7-8 hrs.). 2nd Day. From *Grøneng* in about 10 hrs., or from *Botnen* in 9 hrs., to *Førde* on the *Førdefjord* (p. 123). Tolerable quarters may be obtained at any of these places.

Leaving Balholm, the steamer usually steers due S. to —

2 M. **Vik** (\**Inn*), beautifully situated on a bay on the S. side of the fjord, with fertile environs and snow-mountains in the background. To the left rises *Rambæren*. The two old churches, one built of timber, the other of stone, are interesting. Numerous boathouses (*Nest*, locally pronounced *Naush*). To the N. the *Vellebrae*, a branch of the *Jostedals* Glacier, is visible; more to the right is the *Twindefos*.

A carriage-road ascends the valley behind *Vik* for about 1 M. — Interesting mountain-routes (about 8 hrs. each) lead hence to *Stalheim* (p. 60), to *Vinje* (p. 61), and to *Gulbraa* in the *Exingdal* (guide necessary in each case).

Soon after leaving *Vik* the steamboat passes a promontory on the left, on which is placed a '*Gilje*', or apparatus for catching

salmon, with waterfalls painted on it with a view to attract the fish.

2 M. *Nese i Arnefjord*, prettily situated in its bay on the S. side of the Sognefjord, is commanded by an imposing background of mountains about 3000 ft. in height, clothed with grass to their summits and partially covered with snow. To the S. open several valleys, through which mountain-routes lead to the *Eringdal* and to *Vinje* (i Voss). — About 2 M. to the N.W., on the same side of the main fjord, lies *Ortnevik*, where the steamers occasionally touch, 1 M. to the N. of which, on the opposite bank, lies —

3 M. *Muaren*, prettily situated, with a waterfall near it. The white water-worn cliffs bear traces of the great height to which they are sometimes washed by the waves.

$1\frac{1}{2}$  M. *Kirkebø* lies on the N. bank, nearly opposite the *Fuglsætfjord*, a bay on the S. side, in which lies *Svartanger*, where the steamers touch once weekly in each direction.

$1\frac{1}{2}$  M. *Vadheim* (\**Station*, unpretending, ‘slow’) is prettily situated at the head of the *Vadheimsfjord*, a bay on the N. side of the Sognefjord. Route to Molde, see R. 14. (On the *Eikefjord*, a bay on the S. side, about 3 M. to the S.W. of Vadheim, lies *Tredal*, at which a steamer touches once weekly in each direction.)

3 M. *Ladvik*, on the N. bank, the principal place in this part of the Sogn district, presents little attraction to travellers. A little to the E. of it is *Værholm*, where the steamers touch occasionally. To the S. of Værholm, on the opposite bank, is —

1 M. *Brække*, on the small *Risnefjord*, above which the *Stanglundsfjeld* rises to the W.

2 M. *Bøfjord* (or *Lervik*), on the small fjord of that name, is the starting-point of a road to ( $3\frac{3}{4}$  M.) *Dale* on the *Dalsfjord* (see p. 112), but the stations are very poor, and the road very hilly, so that most travellers proceeding northwards will prefer the route via Vadheim and Sande (p. 122). The scenery, however, on this route is very wild and picturesque at places. To the N.W. of Lervik rises the *Lihest* (2370 ft.), at the head of the *Aafjord*. The magnificent scenery of the Sognefjord is now quitted; the mountains become lower and more barren, and the picturesque side-valleys disappear. The last station on the fjord is —

2 M. *Sognefest*, on the S. side, opposite which, to the E., rise the *Sulen-Øer*, a group of islands, containing mountains 1800 ft. in height. The steamer now passes through the strait called the *Sognesø*, and next stops at —

1 M. *Eivindvik* on the *Gulenfjord*, the famous seat of the ancient *Gulathingslag*, a popular assembly, to whose jurisdiction all the western ‘Fylker’ from *Søndmøre* to *Ryggarbit* (now Christian-sands-Stift and Bergen-Stift, including the Hallingdal and Valdres) were subject. The steamer now threads its way through the ‘Skjergaard’ or network of islands to the N. of Bergen, inhabited

by 'Striler', as the natives of this region are called, touching at (1 M.) *Skjergehavn*, (4 M.) *Lygren*, and (2 M.) *Alverstrømmen*, and at length reaches —

3 M. **Bergen**, see R. 12.

## 8. From Christiania to Christiansand.

**STEAMBOATS** (comp. '*Norges Communicatører*'). About twelve steamers start weekly from Christiania for Christiansand, a distance of 39 Norwegian nautical miles (156 Engl. M.), performing the voyage in 16-30 hrs., according to circumstances. The larger steamers, bound for Bergen, Thronshjem, and the North, touch nowhere between Christiania and Christiansand; others touch at two or three intervening stations, and others again at fourteen or fifteen. The traveller who proposes to break his journey at any station between these two towns may perform the first part of it by one of the small coasting steamers plying to *Drebak* (daily), *Holmestrand* (daily), *Moss* (almost daily), *Tønsberg* (almost daily), *Sandefjord* (1 times a week), or to *Porsgrund* and *Skien* (4 times a week). The smaller vessels, which touch at numerous stations, ply almost exclusively '*udenskjærs*', i.e. within the *Skjægaard*, or belt of islands which flanks almost every part of the Norwegian coast, where the water is perfectly smooth, while the course of the larger steamers is '*udenskjærs*', or outside the islands, where the sea is often rough. The traveller may, therefore, if he prefer it, perform nearly the whole voyage to Christiansand in smooth water, with the additional advantage of getting occasional glimpses at some of the picturesque coast-towns. — The usual cabin fare is 40 ø. per Norwegian nautical mile, steerage 25 ø. per mile. Most of the steamers have good restaurants on board (breakfast or supper about 1½, dinner 2 kr.), and good, though limited sleeping accommodation (steward's fee discretionary). — Distances from Christiania are given approximately in Norwegian sea-miles.

The \***CHRISTIANIA-FJORD**, a very picturesque arm of the sea, about 50 English miles in length, and enlivened with frequent steamboats and sailing vessels, is bounded by banks of moderate height, which are studded with pleasant looking country-houses, villages, and towns. The steamer starts from the *Bjørvik* on the E. side of Christiania (p. 4), steers between the islands of *Blekø* and *Græsholm*, commanding to the left a fine view of the beautiful *Bundefjord* with its numerous country-houses, and between the *Lindø* and *Hovedø* (on the right, with interesting strata of slate), and describes a circuit round the town. On the right rises the picturesque château of *Oscarshall* (p. 19), and to the left (S.) projects the promontory of *Næsoddungen*, which separates the *Bundefjord* from the main fjord of which it is a branch. To the right, a little farther on, lies *Sandviken* (p. 13), ensconced behind a number of islands. The vessel now steers due S., and the beautiful city is soon lost to view. Looking back from this part of the fjord, we obtain a view of the *Kolsaas*, the *Skogumsaas*, and to the W. the *Vardekolle*, three porphyry hills well known to geologists (p. 14). Several islands are passed, and the fjord gradually contracts to a passage barely 700 yds. in width.

4 M. **Drebak** (two hotels), with 2040 inhab., carries on a considerable traffic in timber and ice. The latter is obtained from

a small lake in the neighbourhood, and is exported to England as 'Wenham Lake ice'. In winter, when the upper part of the fjord is blocked with ice, the navigation frequently remains open up to this point. Opposite the town is the small fortified island of *Kaholm*, with the *Oscarsborg*, to the W. of which (on the right) is the peninsula of *Hudrum*. On the latter lies *Slottet*, a posting-station, from which a hilly road leads to *Svelvig* on the Drammens-fjord. Drøbak and the next stations *Hvidsten* (500 inhab.) and *Soon* (700 inhab.) are frequently visited for the sake of the sea-bathing. Opposite Soon, on the W. bank of the fjord, which now expands to a considerable width, and from which the Drammens-fjord diverges here to the N., lies *Holmestrand* (*Hôtel du Nord*; *Vesman's*; *Dahl's*), with 2213 inhab., a sea-bathing place situated at the foot of a cliff, to which steamers run daily from Christiania, about 7 M. distant. Beyond Soon the small steamers usually steer to the S., through the strait and canal which separate the *Gjellø* from the E. bank of the fjord, to —

8 M. **Moss** (*Reinsch's Hotel*; *Germania*), a small town and sea-bathing place, with 5073 inhab., where the treaty which terminated the war between Norway and Sweden was signed on 1<sup>st</sup> Aug. 1814. Opposite Moss, on the W. bank of the fjord, is —

8 M. **Horten** (two hotels), or *Karl-Johansværn*, with 6000 inhab., a prettily situated place, the headquarters of the Norwegian fleet. — The rich vegetation of the upper part of the fjord is now left behind, and the coast becomes more bleak and rocky. — A little to the S. of Horten, on the same bank of the fjord, lies *Aasgaardstrand*, beyond which is —

10 M. **Vallø**, a small town with a large glass-manufactory, where the larger coasting steamers touch frequently. Some of the smaller vessels pass through the *Tønsbergs-Kanal* to **Tønsberg** (*Schnurbusch's Hotel*; *Hôtel Zembla*), 1 $\frac{1}{2}$  M. to the W., a town with 5243 inhab., and the oldest in Norway, dating from the time of Harald Haarfagre. This is the headquarters of *Sven Foyn* (see p. 250) and a number of hardy Arctic mariners, residing chiefly in the islands of *Nøtterø* and *Thjømø* to the S. of the town, who man the fleet of about fifty whalers and seal-hunting vessels of considerable size (one-third of them being steamers) which annually starts from this port. The hill above the town, on which an old castle once stood, is now occupied by a *Belvedere Tower*. In the vicinity is the château of *Jarlsberg*, the seat of the counts of that name. — On the E. bank of the fjord, at its mouth, and nearly opposite Tønsberg, is *Frederikstad* (see p. 260). — Beyond Tønsberg our route passes the *Nøtterø* and *Thjømø*, to the S. E. of which rises the lofty *Lille Færder Lighthouse*, which marks the entrance to the Christiania Fjord. To the W. of the *Thjømø*, at the head of the *Sundefjord*, lies the small town of —

16 M. **Sandefjord** (*Heidenreich's Hotel*; *Johnsen's*), with 2462

inhab., a favourite, but somewhat expensive watering-place, prettily situated. Off the mouth of the Sandefjord, which all the steamers pass, the water is often rough, there being a considerable gap here in the belt of islands.

17 M. Laurvik (*Laurviks Hotel* and two others), situated at the mouth of the *Lougen* or *Luagen* (Laurvik or Laugarvik, 'river-creek'), which descends from the *Numedal* (p. 18), a busy little town, with 7855 inhab., was formerly the capital of the county of that name, to the lord of which belonged the large and conspicuous building visible from the deck of the steamboat. A beech-plantation in the vicinity is said to be the only one in Norway. Immediately to the N. of the town lies the *Farisvand*, an inland lake  $1\frac{3}{4}$  M. in length. The old iron-works of *Fritze* on the *Fariselv* have been converted into a saw-mill. — A good road, following the valley of the *Laag*, leads from Laurvik to (9 M.) *Kongsberg* (p. 17); on this road lies (5 M.) *Skjerren*, from which another road leads to ( $4\frac{1}{2}$  M.) *Drammen* (p. 15; all the stations are fast; 1 kr. 80 ø. per horse and cart per mile). — At the mouth of the bay of Laurvik, 1 M. to the S., is *Frederiksværn* (Inn), with 1100 inhab., formerly the station of the Norwegian fleet. — Crossing the mouth of the *Langesunds-Fjord*, which is unprotected by islands, the steamer next stops at —

19 M. *Langesund* (Inn), with 1081 inhab., which lies at the entrance to an important water-highway leading into the heart of Thelemarken. The steamboats bound for Skien now steer towards the N. to ( $\frac{1}{2}$  hr.) *Brevik*, where the fjord contracts to a narrow channel, a town with 2269 inhab., opposite which lies the small town of *Stathelle* (Johnsen's Inn); and thence through the *Friarsfjord* to ( $\frac{3}{4}$  hr.) *Porsgrund* (*Stiansen's Hotel*), a town with 3545 inhab., situated at the mouth of the broad *Skienselv*, which descends from the *Nordsjø*. Ascending this river, the steamer finally stops at ( $\frac{3}{4}$  hr.) *Skien* (*Høyers Hotel*; *Oplandske Hotel*), a town with 5465 inhab., the ancient *Skidar*, dating from the 14th cent., but in consequence of repeated fires now consisting entirely of modern wooden houses. The stone church is a handsome building, erected in 1777. Above the steamboat-pier are the *Klosterfos* and the *Damfos*, two waterfalls of great volume, which are crossed by bridges. On a small island between the falls formerly stood the nunnery of *Gimsø*, founded in the 12th century. On the steep *Bratsbergklev*, to the E. of the town, are the ruins of the *Bratsberg Chapel*.

From *Skien* to the *Rjukan-Fos*, see p. 25. As already mentioned, this is one of the most attractive routes in S. Norway, and it may easily be combined with a visit to other picturesque parts of Thelemarken. The following tour of 10-13 days includes the finest scenery in the district, almost all of which is accessible by steamboat or carriage. Most of the stations afford good quarters. 1st. Steamboat to *Hitterdal* (p. 19); 2nd. Carriage to *Tinosel*, steamboat to *Strand*, and carriage to *Vaar*, near *Krokan* and the *Rjukan-Fos* (p. 20); 3rd. Walk to *Holvik* on the *Mjøsvand* (p. 21);

4th. By boat and on foot to *Rauland* on the *Totakvand* (p. 21); 5th. By boat and on foot to *Jamsgaard* near *Vinje* (p. 24); 6th. Drive to *Trisæl* on the *Bandaksvand* (p. 26); 7th. Visit *Bandakslid*, on the opposite bank of the lake, and the *Lille Rjukan-Fos* (p. 27); 8th. Visit *Dale* and environs (p. 26); 9th. Steamboat to *Særangen* (p. 25); 10th. Carriole to *Ulefos* and steamer to *Skien* (p. 25). Or the traveller may prefer to proceed from Dale to *Hrideseid* (p. 26), and thence via the *Nisservand* to *Arendal* (see below), a journey of 3 days. Those who intend proceeding to Christiansand may drive from *Bandakslid* on the *Bandaksvand* (p. 27) to *Veum*, walk or ride thence by the *Bispevei* to *Valle* in the *Sætersdal* (p. 73), and drive down the *Sætersdal* to *Christiansand* (p. 71), a journey of five days in all, traversing much interesting scenery. Travellers desirous of avoiding the rough walks from the *Rjukanfos* to *Holvik*, and thence to *Rauland*, may retrace their steps from the *Rjukanfos* to *Lysthus*, and drive from *Lysthus* to *Trisæl* via *Siljord* and *Mogen*.

After leaving Langesund the course of the steamer is unprotected by islands for some distance. The smaller steamers then pass through the *Langesunds-Kreppa* (*i. e.* 'strait'), or *Langaarsund*, a very narrow channel between lofty and picturesque rocks, while the larger vessels steer through a wider passage inside the island of *Jomfruland*.

22 M. **Kragerø** (*Hotel Germania*; *Kragerø Hotel*), with 4861 inhab., situated on a peninsula opposite the small island of that name, carries on a considerable trade in timber, iron-ore, apatite, ice, and oysters. In the neighbouring island of *Langø* are iron-mines of some value, and in the vicinity of Kragerø are extensive deposits of apatite, a mineral consisting chiefly of phosphate of lime, largely used by manufacturers of artificial manures.

To the N. of Kragerø are numerous inland lakes, some of which are said to afford excellent fishing. The largest of these,  $1\frac{1}{2}$  M. to the N., is the *Tokervand*, about 2 M. in length, on which a small steamer plies several times weekly, and from the N. end of which pedestrians may proceed either to *Ulefos* (p. 25), to *Fjaagessund* on the *Flauvand* (p. 25), or to the N. end of the *Nisservand* (p. 26) in one day.

Between Kragerø and Risør the coast is unprotected by islands.

24 M. **Øster-Riseer** (*Gade's Hotel*; *Thiss's*), with 2635 inhab., is another small trading town. At *Lyngør*, about  $\frac{3}{4}$  M. to the W., many of the steamboats also touch. The islands again become more numerous. Some of the steamers next touch at *Boreen*, an island 3 M. from Risør, and others at (28 M.) *Dyngsøen* or *Haven*, about 1 M. farther, from which stations a small steamer runs frequently to *Tvedstrand* ( $1-1\frac{1}{2}$  hr.). One steamer weekly from Christiansand and one from Christiansand at present ascend the fjord to Tvedstrand itself (1471 inhab.), whence a road leads towards the N. to the *Nisservand* and *Hridesø* (p. 25).

Beyond *Haren*, a prettily situated place, the steamer enters the *Tromøsund*, a strait between the mainland and the considerable island of *Tromø*, and soon enters the excellent harbour of —

30 M. **Arendal** (*Schnurbusch's Hotel*; *Serensen's*), a ship-building and trading town of considerable importance (4112 inhab.), prettily situated near the mouth of the *Nidelv*, and possessing one of the largest commercial fleets in Norway. One of the chief

approaches to Thelemarken is by the road leading hence to the *Nisservand* (p. 26), from which the Nidenv descends. *Simonstad*, a station on that route,  $4\frac{3}{8}$  M. from Arendal via *Tvede* (p. 26), may also be reached by a direct road via *Rustdal*, a village about 3 M. to the N., and thence by boat across the *Nelougvand* (490 ft.). Another road leads from Arendal to the N.W. to *Faret* at the head of the *Kilefjord* in the *Sætersdal* (p. 73), about 8 M. distant. — Soon after leaving Arendal the steamer traverses the *Gatlesund*, between the *Tromsø* and the *Hise*, and passes the two lighthouses known as *Torúngerne*. The next stations are —

- 33 M. *Grimstad* (Møller's Hotel), with 1786 inhab., and —
- 35 M. *Lillesand* (Guldbrandsen), with 1426 inhabitants.
- 39 M. *Christiansand* (see below).

## 9. Christiansand and Environs.

### The Sætersdal.

**Hotels.** ERNST'S HOTEL, Strandgade, close to the steamboat-pier and the custom-house (German landlord), fairly good, but dear: R. 2-3, B. 2, D. 3, S. 2 kr., A. 40-60 ø. — BRITANNIA, at the corner of the Markedsgade and Dronningensgade. 4 min. from the landing-place, equally good, and more reasonable. — SKANDINAVIA, Dronningensgade, nearly opposite the Britannia, small and unpretending.

BOAT to or from the steamboats, the larger of which do not lay to at the pier, 13 ø. for each person, 7 ø. for each trunk.

PORTERAGE from the landing-place to the custom-house 20 ø. for each trunk; from the custom-house, or from the landing-place, to one of the three hotels, 33 ø. for each trunk.

POST AND TELEGRAPH OFFICE in the Strandgade, 5 min. from the hotels.

SEA BATHS adjoining the *Otterø*, a small island at the E. end of the Strandgade (ferry 3 ø.), reserved for ladies 10-12 a.m. (bath 40 ø.). Warm and Shower Baths adjoining the public gardens, near the church (40-60 ø.).

STEAMERS to Christiania daily, to *Stavanger* and *Bergen* almost daily, to *Thondhjem* 4 times weekly, to *Tromsø* 3 times, to *Hammerfest* twice, and to the *North Cape*, *Vardø*, and *Vadsø* once weekly. Also to *Gothenburg* fortnightly, to *Frederikshavn* in Denmark 3 times weekly, to *Copenhagen* weekly, to *Hamburg* twice weekly, to *London* fortnightly, to *Hull* weekly, and to *Leith* fortnightly. Small local steamers ply daily to *Ronene* and *Boen* on the *Topdalselv*, and to *Mosby* on the *Otteraa*.

Christiansand, with 12,137 inhab., the largest town on the S. coast of Norway and the residence of a bishop, is beautifully situated at the mouth of the *Otteraa*, or *Topdalselv*, on the *Christiansand-Fjord*, the prolongation of which, running inland towards the N., is called the *Topdalsfjord*. The town is named after Christian IV., by whom it was founded in 1641. It possesses an excellent harbour, at which all the coasting steamers and others from England, Germany, and Denmark touch regularly. The broad and regular streets with their low, timber-built houses present an exceedingly dull appearance, as the town is thinly peopled in proportion to its area. Almost every house, however, is gaily embellished with window-plants, on which the inmates usually bestow great care. The only buildings worthy of mention are the

*Cathedral*, a handsome edifice of the 17th cent., adjoining which is a small *Park*, the new *Cathedral Skole*, and the *Bank-Bygning*. In the streets nearest the harbour and the hotels are several good shops. The beer and spirit-shops are few in number, and belong, as in many other Norwegian towns, to a company, whose profits, after payment of 5 per cent to its members, are handed to the municipality.

**ENVIRONS.** The situation of Christiansand is picturesque, and a day or two may be pleasantly devoted to excursions in the environs. One of the favourite walks (1 hr. there and back) is on the *Ottersø*, a rocky and partially wooded island at the E. end of the Strandgade, about 8 min. from the hotels (ferry 3 ø.). The baths (p. 71) are reached by a path turning to the right a few paces from the ferry. The path in a straight direction passes the *Seamen's Hospital* and leads round the whole island (40 min.), commanding beautiful views of the town and fjord. — On the Mandal road, on the W. side of the town,  $\frac{1}{4}$  hr. from the hotels, lies the pretty Cemetery. Immediately opposite to it (to the right) is a path ascending the hill and leading to the (10 min.) *Ravnedal*, a wooded and grassy dale, at the upper end of which (10 min.) there is a point of view reached by a flight of wooden steps. Descending thence on the W. side of the dale, and passing two ponds and a mill, we regain ( $\frac{1}{4}$  hr.) the Mandal road and (10 min.) the Cemetery (a walk of  $1\frac{1}{4}$ - $1\frac{1}{2}$  hr. in all). — On the N. side of the town, at the mouth of the *Otterau* ( $\frac{1}{4}$  hr.), is the landing-stage of the small steamers which ply on that river. A rocky hill near it affords a good survey of the environs. At the mouth of the river, on the opposite bank, rises the church of *Oddernes*, to which a wooden bridge crosses. About 1 M. up the river is *Mosby*, to which the steamer plies daily in an hour; 1 M. farther to the N., near the *Vennesland* station, is the *Gaard Vigland*, near which are the *Hundsfosse* and the *Helvedesfoss*, picturesque waterfalls, to which the traveller may drive from Christiansand in  $2\frac{1}{2}$ -3 hrs. — A steamer plies twice daily between Christiansand, \**Ronene*, and *Boen* on the *Topdalselv*, traversing the *Topdalsfjord*, a pleasant excursion of  $2\frac{1}{2}$ -3 hrs., there and back. — A trip by boat may be taken to the lighthouse on the *Oxe*, 1 M. distant. Farther to the S.W. is the lighthouse of *Ny-Hellesund*, where *L. von Buch*, the celebrated German geologist, spent a considerable time in 1807, while waiting for a vessel to Denmark, which was then at war with England.

FROM CHRISTIANSAND TO EKERSUND (17 $\frac{5}{8}$  M.). A good, but hilly road, running near the coast, and crossing several ferries, leads from Christiansand to Ekersund, traversing beautiful scenery nearly the whole way. Almost all the stations on the route are 'fast', the most important being (37 $\frac{5}{8}$  M.) *Mandal*, (5 $\frac{1}{2}$  M.) *Fedde*, (5 $\frac{1}{4}$  M.) *Eide*, and (3 M.) *Ekersund*, at each of which good accommodation is obtainable, but the others are poor. The steamboats perform the voyage to Ekersund in 12-15 hrs., while the journey by land, which very few travellers undertake, occu-

pies 8-4 days. If time permit, however, the traveller will be rewarded by driving at least as far as Mandal (p. 75), where steamers bound for Stavanger and Bergen touch almost daily; or he may continue his journey thence to (4<sup>5</sup>/<sub>8</sub> M.) *Farsund* (p. 76), where the steamers also call.

**The Sætersdal.** A visit from Christiansand to the *Sætersdal*, a valley running to the N., 21 M. in length, watered by the *Otteraa*, abounding in picturesque scenery and quaint old dwelling-houses, and remarkable for the primitive character of the inhabitants, involves some privations and occupies 10-12 days (there and back). If, however, the traveller does not object to a fatiguing walk or ride, he may proceed from *Ryssestad* or from *Valle* (see below) to the *Lysefjord* near Stavanger (p. 80; in 2 days); or from *Valle* to the *Bandaksvand* (p. 26; in 2 days); or from *Brieve* (p. 74) to the *Suledalsvand* (p. 81) and *Sand* on the *Hylsfjord* (p. 81; in 2 days), whence a steamer runs to Stavanger once weekly; or from *Brieve* to *Mo* in *Thelemarken* (p. 24; in one day). As most of the stations, exceedingly poor at all times, are almost deserted in the height of summer, when the inhabitants are engaged in pasturing their cattle among the mountains ('paa *Heja*'), the traveller should endeavour to visit the valley either before 24th June or after 15th August, between which dates it is difficult to obtain horses, guides, or even food. The journey as far as *Brieve* is accomplished by *Stolkjærre*, by steamboat, and (the two last stages) on horseback or foot. Travellers bound for *Bergen* are recommended to proceed from *Brieve* to the *Suledal*, *Røldal* (p. 24), and *Odde* (p. 97) on the *Hardanger Fjord*; while those bound for *Kongsberg* or *Christiania* leave the *Sætersdal* at *Valle* and traverse the interesting lake-district of *Thelemarken* (RR. 2, 3). — Visitors to the *Sætersdal* should travel with the smallest possible quantity of luggage, and had better be provided with a moderate supply of preserved meat, biscuits, and brandy. Carrioles may be had at *Christiansand*, but at all the other stations the less comfortable *Stolkjærre* is used. Fast stations as far as *Sogneskar*: 1 kr. 80 ø. per horse and car per mile.

I. DAY. Drive to (1 M.) *Mosby* (to which a steamer also plies on the *Otteraa*, p. 72), (1<sup>1</sup>/<sub>2</sub> M., pay for 2) *+Reiersdal*, and (1 M., pay for 1<sup>1</sup>/<sub>2</sub>) *Kile*, at the S. end of the *Kilefjord*, where an "Inn is kept by the captain of the lake steamer.

II. DAY. By steamer in 2 hrs. to *Faret* or *Fennefos*, at the N. end of the *Kilefjord*, a lake 2<sup>1</sup>/<sub>4</sub> M. in length. Drive to (1<sup>1</sup>/<sub>4</sub> M.) *+Guldsmedmoen* or *Senum*, at the S. end of the *Byglandsfjord*, a lake about 3<sup>1</sup>/<sub>2</sub> M. long, consisting of two parts, separated by a short river (the *Otteraa*); with locks to facilitate navigation. The lower lake, sometimes called the *Aardalsvand*, extends as far as (2<sup>1</sup>/<sub>2</sub> M.) *Strømmen*, about 1/2 M. above *Nes*; the upper, beyond the locks, 1<sup>1</sup>/<sub>4</sub> M. long, terminates a little below *Ose*. If the state of the water permits, small steamers ply 4-5 times weekly between *Senum* and *Ose* (in 4 hrs.), but passengers are sometimes landed at *+Nes* (2 hrs.). The traveller may therefore have to drive from *Nes* to (1<sup>1</sup>/<sub>2</sub> M.) *Ose*; or, if the steamer does not suit, the whole way from *Senum* to (3<sup>5</sup>/<sub>8</sub> M.) *Ose*; or possibly the whole way from *Kile* to (5<sup>5</sup>/<sub>8</sub> M.) *+Ose*, near the church of *Giestad*. *Gunnar Dregens*'s quaint old house at *Ose* affords good quarters (small collection of national costumes, etc.).

III. DAY. Drive to (2 M.) *+Helle i Hyllestad* (tolerable quarters), a little beyond which lies *Ryssestad*, from which a fatiguing mountain-track leads to the (7 M.) *Lysefjord* (p. 80), near Stavanger (2 days; guide desirable, 12-14 kr.). Drive from *Helle* to (1<sup>3</sup>/<sub>4</sub> M.) *+Sogneskar i Valle* (a fair station), situated in the heart of the *Sætersdal*. The bottom of the valley is tolerably well cultivated, but the surrounding hills are extremely barren. The *Gaard Riget*, adjoining the church, contains an interesting collection of antiquities. Before reaching *Aakre*, a little farther on, it is worth while descending to the river to inspect the curious *Jættegryder*, or 'giant cauldrons', 6-8 ft. deep, which have been formed by the action of the water. On the opposite bank lies *Omlid*, whence a mountain-track, soon uniting with that from *Ryssestad*, leads to the *Lysefjord* (7 M.; 2 days; guide advisable, 12-14 kr.). — From *Aakre* a rough bridle-path,

called the *Bispevei*, leads to the E. to (9-10 hrs.) the road between *Moland* on the *Fyrisrand*, about 1 M., to the S., and *Veum*, a hamlet 1 M. to the N., a little beyond which is the *Haugene* station (comp. p. 27; horse and man from Aakre to Veum about 14 kr.). — Beyond Aakre the *Sætersdal* road narrows to a bridle-path. *Sogneskar*, as already mentioned, is the last fast station.

**IV. DAY.** Ride or walk from *Sogneskar* to (2 M.) *Bjørneraa*, and thence to (1 $\frac{1}{2}$  M.) *Trydal* and (1 $\frac{1}{2}$  M.) *Bykle* by the *Byklesti*, a dangerous-looking path skirting a precipice overhanging the river, and forming the only means of communication between *Valle* and the 'Annexkirke' of *Bykle* (quarters at *Ole Dregen's*). The *Byklevand*, a small lake, is crossed by boat at the end of this stage.

**V. DAY.** Ride or walk about 3 $\frac{1}{4}$  M., and then row up the *Hartevand*, a lake  $\frac{3}{4}$  M. long, to *Brieve* or *Breidvik*, at the head of the *Sætersdal*, a lonely gaard, picturesquely situated, and affording rough, but tolerable accommodation.

The traveller may proceed from *Brieve* in one day to *Mo* or to *Vinje* in *Thelemarken* (p. 24). — Or, leaving *Brieve* at a very early hour (with *Thorbjørn Breive* as a guide), he may cross the imposing *Meienfjeld* (4000 ft.) to *Jordbrukke* in the *Suledal* (p. 81), about 3 M., and thence to *Roaldkvam* on the *Suledalsvand*. 1 $\frac{1}{2}$  M. farther, a rough and fatiguing walk or ride of 10-12 hrs. — The traveller may now proceed direct to the Hardanger Fjord thus: row to *Gautetun* or *Næs* (about 1 $\frac{1}{2}$  M.), on the N. bank of the *Suledalsvand*, a very picturesque lake, 2 $\frac{1}{2}$  M. long (p. 81); ride or walk thence to (2 M.) *Botten* on the *Røldalsvand*, and row to (5/8 M.) *Horre* or to (7/8 M.) *Røldal*, whence the journey to (4 $\frac{1}{8}$  M.) *Odde* is easily accomplished in a day (see p. 25). — Those bound for *Stavanger* row to (1 $\frac{1}{2}$  M.) *Vaage*, on the N. bank of the *Suledalsvand*, walk or ride by a very picturesque path to (1 $\frac{1}{2}$  M.) *Hylen* on the *Hylsfjord* (steamer to *Stavanger* fortnightly in 6 $\frac{1}{2}$  hrs.), and proceed thence by water to (2 M.) *Sand* (steamer to *Stavanger* weekly in 5 hrs.); or they may row from *Roaldkvam* to *Fiskekjøn* or *Moen*, at the S.W. end of the lake, passing through a picturesque strait known as 'Porter', and drive thence to (1 $\frac{1}{8}$  M.) *Fos* and (1 M.) *Sand*. — The *Suledalsvand* is well worthy of a visit, and the walk from *Vaage* to *Hylen*, or the drive from *Moen* to *Sand*, is picturesque (comp. p. 81); but most travellers will find it more convenient to proceed from *Næs* or *Gautetun* northwards to *Odde*, where a steamboat touches three times weekly.

## 10. From Christiansand to Stavanger. Excursions from Stavanger.

32 M. (or 128 Engl. M.) STEAMBOAT almost daily in 18-20 hrs. (usual fare 40 or 25 ø. per sea-mile). As the voyage is often very rough, particularly the latter part, from *Ekersund* to *Stavanger*, many travellers prefer taking their passage to *Ekersund* only (12 hrs. from Christiansand), and proceeding thence to *Stavanger* by railway. Passengers with through-tickets to *Bergen* or elsewhere may also land at *Ekersund*, take the train to *Stavanger*, and there rejoin the steamboat, on board of which they may leave their luggage. In this case they are entitled to repayment of the steamboat-fare between these two stations. If the traveller does not intend making any stay at *Stavanger*, he should of course enquire if one of the trains from *Ekersund* starts soon enough to enable him to overtake the steamer.

**RAILWAY FROM EKERSUND TO STAVANGER** (6.8 M., or 47 $\frac{1}{2}$  Engl. M.) in 3 hrs. 20 min. (fares 3 kr. 95, 2 kr. 55 ø.; no third class). Trains from *Ekersund* daily at 6 a.m. and 4.30 p.m.; from *Stavanger* at 8.5 a.m. and 4.30 p.m. — As the carriages are not provided with spring-buffers, passengers often experience a series of unpleasant shocks at starting and drawing up. This is a narrow-gauge line, the rails being only 3 $\frac{1}{2}$  ft. apart.

The voyage from Christiansand to *Stavanger* presents few at-

tractions, the coast being for the most part very bleak and barren, and moreover very imperfectly seen from the steamboat. The vessel's course is at places protected by islands (*Skjær*), but is often entirely without such shelter, particularly between Ekersund and Stavanger, a voyage of 5-6 hrs., where the water is rarely quite smooth. The coast-line is broken by numerous valleys descending from the '*Opland*' and terminating in long and deep fjords. These valleys are usually watered by rivers which frequently expand into lakes, and they afford a means of communication between the *Kystfolk*, or dwellers on the coast, and the *Oplandsfolk*, who differ widely from their seafaring and trading countrymen in character, dialect, and costume. As most of these valleys, all the way from Christiania to Stavanger, radiate from the mountains in the interior of the country as a common centre, it is to them that the fanciful resemblance of Norway to a pancake with split edges most aptly applies. At the head of these valleys, which seldom offer any attraction to the tourist, and barely even the necessities of life, lie huge tracts of barren mountains, spreading out into vast and rarely trodden table-lands (*Fjeldvidder*), and very rarely culminating in peaks or distinct summits. The bare rock-scenery of the coast is enlivened by a few unimportant fishing and trading towns nestling in the recesses of the fjords, and by an occasional forge for the smelting of ore brought down from the interior. One of the principal branches of trade is the export of mackerel and lobsters to England. The former are packed in ice, while the latter are put alive into tanks (*Brende*) in the vessels constructed for the purpose, to which the sea-water has free access. If the sea is moderately rough the lobsters rise and fall with the motion of the vessel, and arrive in good condition; but if it is too smooth they sink to the bottom of the tank and crush each other to death. Another native product of considerable value consists of the numerous plovers' (*Vibe*) eggs found on the moors and sandhills of *Jæderen*, near Ekersund. — As mentioned in the preceding route, the journey from Christiansand to Ekersund and Stavanger may be performed by land the whole way, and the scenery is exceedingly fine at many places; but most travellers will find the steamboat more convenient. — The first steamboat-station (reckoning in sea-miles from Christiansand) is —

5 M. **Mandal** (*Olsen's Hotel, Natvig's*), the southernmost town in Norway, with 4057 inhab., consisting of *Mandal*, *Malmø*, and *Klevener*, and situated partly on rocky islands. As the harbour is situated at the last of these places, the station is frequently called *Klevene* ('the cliffs'). The *Mandalselv*, which falls into the fjord here, descends through a valley parallel to the *Sætersdal* and through several lakes from the *Aaseral*, the upper part of the valley, 6 M. distant, a district inhabited by a very primitive pastoral people. In summer they migrate to the neighbouring mountains

(*tiljelds* or *tilheis*; *Heia* signifying mountain-pasture), where they spend several months in their miserably poor *Felæger*, and are not unfrequently attacked by bears. To the W. of the valley of the Mandalselv are the parallel *Undal* and *Lyngdal* valleys.

Beyond Mandal the steamer passes the mouth of the *Undalselv* and the conspicuous lighthouse on **Cape Lindesnæs**, 160 ft. in height, and soon reaches —

11 M. *Farsund* (\*Hotel), a small seaport with 1511 inhab., situated near the mouth of a fjord running inland in three long ramifications, into the easternmost of which falls the *Lyngdalselv*. The small 'Opland' district to the N. of Farsund is *Værse*, and to the N.E. is the *Lyngdal*, the inhabitants of which, however, prefer trading with Mandal. — Having now passed the southernmost part of the Norwegian coast, extending from Christiansand to Farsund, the steamboat steers towards the N., skirting the district of *Lister*, with its lighthouse, passes the mouth of the *Feddefjord* on the right, and enters the *Flekkefjord*, at the head of which lies —

16 M. *Flekkefjord* (Wahl's Hotel), a prettily situated seaport with 1694 inhab. and a sheltered harbour. To the S.E. lies ( $1\frac{1}{4}$  M.) *Fedde* (p. 72) on the fjord of that name, into which the *Kvinesdal* descends from the N.E., and to the N. runs the *Siredal*, with the *Siredalsvand*, a lake  $2\frac{1}{2}$  M. long, the outlet of which falls into the *Lundevand*, a long lake to the W. of the Flekkefjord. — A little beyond the mouth of the Lundevand, from which the *Sira* empties itself into the sea in the form of a cascade, is —

17 M. *Rægefjord*, the station for *Sogndal* (Sluhoug's Hotel), about  $\frac{1}{2}$  M. inland, in the neighbourhood of which are several iron-mines.

19 M. **Ekersund**, or *Egersund* (\*Ellingsen's Hotel, on the right, 4 min. from the pier and 8 min. from the railway-station, unpretending, R. 1, D. 2 kr.; *Jæderen*, kept by *Danielson*, a similar house, in the market near the station, also on the right), a town with 2415 inhab., lies in a singularly bleak and rocky region, at the S. end of *Jæderen*, the coast-district extending between this point and Stavanger. An excellent survey of the environs is obtained from the rocky hill at the back of Ellingsen's Inn, with a pole on the summit, reached in 25 min. by traversing a narrow street opposite the railway-station, and ascending to the right past the cemetery and a farm-house. To the N. stretches *Jæderen*, almost the only extensive coast-plain in Norway, partially cultivated, but chiefly consisting of moor and sand-hills, where plovers' eggs are found in great quantities, and intersected with a network of rocky dykes which were probably formed by glacier-action. The railway-station is on the N. side of the town, 12 min. from the quay.

The RAILWAY to Stavanger, which traverses this coast-plain, presents little attraction, the scenery being very dreary as far as *Sundnes*, but is far preferable to the steamboat, especially if the

traveller is liable to sea-sickness. The chief stations are (3,<sub>4</sub> M.) *Nærø*, (5,<sub>5</sub> M.) *Sandnæs*, prettily situated at the head of the *Stavanger Fjord*, and (6,<sub>8</sub> M.) *Stavanger*.

The STEAMBOAT on leaving Ekersund passes the *Ekerø*, a large island protecting the harbour, with a lofty lighthouse, and the picturesque *Viberudde*, a promontory with another lighthouse. The coast is flat and dreary, and the water generally rough owing to the strong currents and violent gales by which it is frequently agitated. The steamer steers towards the N., passing the *Jæderens Rev* ('reef'), a sandy promontory forming the westernmost point of *Jæderen*, and the mouth of the *Hafsfjord*, where Harald Haarfagre ('fair hair'), gained a decisive naval victory in 872, which gave him the sovereignty of the whole country, and which released him from a vow, taken ten years previously, not to cut his hair until he should be king of all Norway. A little farther on, the vessel turns to the E., traverses a branch of the *Buknfjord*, and passes the *Tungenæs*, a promontory with a lighthouse, forming the N. extremity of the peninsula in which *Jæderen* terminates. It then steers towards the S.E., and soon reaches the town itself.

32 M. **Stavanger** (\**Hôtel du Nord*, 10 min. from the station, and 10 min. from the principal quay, R. 2, B. 1 $\frac{1}{2}$ , D. 2, S. 1 kr. 20 ø., L. and A. 80 ø.; *Jespersen's Hotel*, nearer the quay, also good; *Nielsen*, near *Jespersen's*; *Holt*, Kirkegaden. British vice-consul, *Mr. H. W. S. Hansen*; American, *Mr. T. S. Falck*; there are also a French, a German, and a Russian consul. *Nymann's* sea-baths), an important commercial town, with 20,370 inhab., picturesquely situated on the *Stavanger Fjord*, a branch of the *Buknfjord*, possesses two harbours, *Vaagen*, facing the N.W., and *Østervaaugen*, a smaller bay separated from the other by a peninsula called *Holmen*, on which rises *Valbjerget*, an eminence commanding a fine view. The town is one of the most ancient in Norway, dating from the 8th or 9th century, but as it has suffered very frequently from fires it now presents quite a modern appearance. Many of the houses are now built of stone. At the upper end of the *Vaag* lies the *Torv* or market-place, beyond which rises the *Cathedral*, and near the *Østervaaugen* is the modern *Petrikirke*. Fish is the staple commodity of the place, and the herrings, which for a time had almost entirely deserted this part of the coast, have of late reappeared.

The \*CATHEDRAL, the most interesting building in Stavanger, and the finest church in Norway after the cathedral of Throndhjem, was founded by Bishop *Reinald*, an English prelate, at the end of the 11th cent. and dedicated to St. *Swithin* (*Suetonius*, Bishop of Winchester, d. 862). It is about 250 ft. in length, and 70 ft. in width. In 1272 the church was burned down, but was soon afterwards rebuilt in the Gothic style. After the Reformation it was sadly disfigured by alterations, but since 1866 it has been restored

as far as possible to its original condition. The nave is separated from the aisles by massive pillars of early Norman or Byzantine character, which belong apparently to the original edifice. The handsome Gothic *Choir*, which adjoins the nave without the intervention of a transept, probably dates from the 13th century. The choir is flanked with four towers, two at the E. end, and two smaller ones at the W. end, and terminates in a large and effective *E. Window*. The great Tower of the W. façade of the church is in ruins. On each side of the church are two handsome *Portals*, one entering the aisle, and another the choir. The *Pulpit* (*Prædikestol*) of the 16th cent. and the *Font* (*Døbefont*) are also worthy of inspection.—The *Munkekirke*, a kind of chapel adjoining the cathedral, is now a school. The neighbouring *Kongsgaard*, once the residence of the bishop, whose seat was transferred to Christiansand at the end of the 17th cent., is now occupied by the *Latinskole*, or grammar-school. It contains a handsome old *Chapel*. On the banks of the adjacent *Bredvand*, a small lake, are pleasant promenades.

To the N. of the cathedral are the *Brandvagt*, formerly the *Marinekirke*, the *Hôtel du Nord*, and the *Sparebank*, or savings-bank, the building of which contains the picture-gallery of the *Kunstforening* (open Wed. and Sund., 11-1). In the opposite direction, about 7 min. from the cathedral, is the *Railway Station*.—Ascending the *Pedersbakke*, we may next glance at the modern *Petrikirke*, and crossing the *Nytorv*, visit the *Spilderhug Docks*, beyond which lies the *Heilundsmark* with *Vor Fruekirke*.

A beautiful *Walk* may be taken to the S. on the *Ladeguardsvei*, past the cemetery and the *Hillevangsstrand*, to *Støttebakken*, which commands a fine view of the Gansfjord and the Lifjelde to the E.—Another good point of view is the *Belvedere Tower* (*Udsigtstaarn*) on *Vaalundspiben*, to the S.W., and a third is the *Ullenhauge*, farther to the W., at the foot of which are a famous *Fish-breeding Establishment* (*Fiskeudkleknings-Apparater*; trifling fee for admission) and *Hanson's Willow Plantation* (*Pileplantning*).

An interesting *Excursion* may be taken to *Sole*, a village on the W. coast of Jæderen, about  $1\frac{1}{4}$  M. to the S.W., with a ruined church in which Hr. Bennetter, an artist, has fitted up a studio, and where the peculiar character of this coast may be inspected. We may then return by the E. bank of the *Husfjord*, cross from *Gard Meling* to *Mulde*, and regain the town by another road.

#### **Excursions from Stavanger.**

Stavanger is the commercial centre of the district of *Ryfylke* and the numerous islands of the extensive *Buknfjord*, which is bounded on the W. by the *Karmø*, and on the N. by the long peninsula of which *Haugesund* forms the westernmost point. The name *Buknfjord* applies to the more open part in the centre of the









bay, the chief ramifications of which are the *Stavanger* or *Gans Fjord*, the *Hølefjord*, and the *Lysefjord* on the S., the *Jøsenfjord* on the E., and the *Sandsfjord* (dividing into the *Hylsfjord* and *Søvdefjord*), the *Sandeidsfjord* (with its ramifications the *Vindfjord* and *Yrkefjord*), and the *Skjoldsfjord* on the N. — Most of these fjords are in the form of narrow ravines several miles in length, bounded by lofty and precipitous mountains rising abruptly from the water, at the foot of which lie deposits of debris at rare intervals, affording but scanty space for the dwellings of the sparse population of the district. At places, however, the banks are of a flatter character and well cultivated, presenting a smiling and picturesque contrast to the forest with which the lower slopes are generally clothed, and to the frowning rocks and glistening snow of the higher mountains in the background. The scenery of several of these fjords vies with the finest parts of the Hardanger Fjord, but is less accessible and therefore less frequently visited by travellers. The magnificent *Lysefjord* (see below) is unfortunately seldom accessible except by rowing-boat, but the *Sandsfjord*, with its picturesque ramifications, and the *Sandeidsfjord* are regularly visited by steamers from Stavanger (see below).

**STEAMBOATS.** An outline of the present arrangements will give the traveller a general idea of the principal routes, but no plan can be finally settled until the most recent 'Communicationer' have been carefully consulted. The steamers to the Hardanger Fjord and to Bergen are not mentioned here, as they merely cross the Buksfjord without penetrating into any of its recesses.

To **SAND** on the **SANDSFJORD** on Mondays at 11 and Thursdays at 6 a.m.; the Monday boat goes on to **SØVDEN** on the **SØVDEFJORD**, whence it starts for Stavanger on Tuesdays at 6 a.m.; the other boat goes on from Sand to **HYLEN** on the **HYLFJORD** on alternate Thursdays, and returns (both from Hylen and from Sand) to Stavanger on the same day. These boats touch at **JELSE**, both in going and returning.

To **SANDEID** on the **SANDEIDSFJORD** on Mondays at 6, and on Thursdays at 9 a.m.; the Monday boat returns the same day, the other on Fridays at 6 a.m., the former touching at **JELSE** on the way back, the latter on the way out only.

Travellers may proceed direct from Sand (or Hylen, see above) to Sandeid by changing boats at Jelse on Thursdays at 3.30 p.m.; in the reverse direction they may proceed direct from Sandeid to Sand and Søvde by changing boats at Jelse on Mondays at 3.30 p.m.

#### A. To the Lysefjord.

An excursion from Stavanger to the \***Lysefjord**, the grandest fjord on the S.W. coast of Norway, occupies 2-3 days, and is attended with some fatigue and privation, unless, as sometimes happens, an excursion steamer runs to Lyse and back in one day.

There are no good inns or stations on the route, and the row up the fjord and back takes 7-8 hrs. each way.

A small steamer sometimes plies between Stavanger and **Høle** on the *Hølefjord* (a steam of 2 hrs.); or the traveller may take the train to *Sandnæs* (p. 77;  $\frac{1}{2}$  hr.), and drive thence to ( $2\frac{1}{2}$  M.) **Høle** (3-4 hrs.), where tolerable quarters may be procured. Here we hire a boat with two or more rowers (15-20 kr. for the whole excursion) and cross the *Hølefjord* to ( $\frac{1}{2}$  M.) *Gjøse* or *Fossand*, at the entrance to the Lysefjord, on the S. side, where we may visit a large moraine which led *Esmark*, a Norwegian savant, about the year 1821, to the conjecture that the whole country was once covered with glaciers. (See *Forbes's Norway*, Edin., 1853; p. 239.) We then enter the *Lysefjord*, a wild and almost deserted arm of the sea, 700-2000 yds. in width,  $3\frac{1}{2}$  M. long, and at places 1400 ft. in depth, and enclosed by precipitous rocky mountains upwards of 3000 ft. high. At the head of the fjord lies the hamlet of *Lyse* (poor quarters), surrounded by imposing rocks, a little to the N. of which rises the *Lysekam* (4500 ft.). A curious and unexplained phenomenon is sometimes observed here. A crashing noise like thunder is heard, immediately after which a gleam of light flashes horizontally over the surface of the fjord, disappearing halfway across. The noise and light are believed to proceed from a kind of cavern in the face of the rock about 2000 ft. above the fjord, and inaccessible except by means of ropes from the top of the mountain. A similar phenomenon is said to have been observed on the *Trolgjøl* near *Gaurden Molau* above *Strand* on the *Hjørrend-fjord* (p. 117). (See *Vibe's 'Meer und Küsten Norwegens'*, Gotha, 1860.)

From Lyse to *Valle* in the Sætersdal, a very rough and fatiguing walk of two days, see p. 73.

#### B. To the Sandsfjord, Hylsfjord, and Søvdefjord.

As above mentioned, two steamers weekly run from Stavanger to *Sand* on the Sandsfjord, one of which goes weekly to *Sørde*, the other fortnightly to *Hylen*. One of these vessels touches at the islands *Talgø*, *Finne* (where several of the inhabitants of Stavanger possess pleasant villas), and *Stjernersø*, and at *Nærstrand* at the mouth of the Sandeidsfjord; while the other calls at *Tou* (2 M. to the N.E. of Stavanger; path thence past the *Bjøreimsvand* and the *Nedre* and *Øvre Tysdalswand* to *Bergeland* in the *Aardal*;  $\frac{1}{2}$  M. above Bergeland is the picturesque *Hiafos*), *Fister*, and *Hjelmeland* on the mainland. Between Tou and Fister we cross the mouth of the *Aurdalsfjord*, which is visited by the Tuesday boat from *Sand* to Stavanger. Hjelmeland lies at the mouth of the *Jøsenfjord*, a long inlet somewhat resembling the Lysefjord in character. From the head of that fjord a rough and fatiguing route crosses the mountains in 2 days to *Valle* in the Sætersdal (p. 73).

Both steamers touch at **Jelsø** (*Inn*) on the mainland ( $3\frac{1}{2}$  hrs. from Stavanger), at the mouth of the *Sandsfjord*, a village of some importance, with a church and an excellent harbour, where travellers desirous of proceeding direct from Sand to Sandeid, or in the reverse direction, change boats (once weekly in each direction, see above). We now enter the *Sandsfjord*, and in  $1\frac{1}{2}$  hr. more reach —

**Sand** (\**Inn*), at the mouth of the *Suledalselv*, which descends from the *Suledalsvand*,  $2\frac{1}{8}$  M. distant.

The \**Suledalsvand*, a most picturesque lake,  $2\frac{1}{2}$  M. long, enclosed by imposing mountains, is well worthy of a visit. A good road leads from Sand to (1 M.) *Fos* and ( $1\frac{1}{8}$  M.) *Fiskekjøen* or *Mo*, at the S.W. end of the lake. Taking a boat there, we row up the lake, passing (after  $\frac{1}{2}$  M.) through \**Porten*, a grand and narrow defile, to *Vaage*, about 1 M. from *Mo*, whence a path leads to *Hylen* ( $\frac{1}{2}$  M.; see below), and *Næs* or *Gautetun*, 1 M. farther (path to *Botten* on the *Røldalsvand*, about 5 hrs., see p. 24). From *Næs* we may then row to *Røaldkvam*, about  $\frac{1}{2}$  M. more, at the head of the lake (tolerable quarters), whence *Brieve* in the *Sætersdal* (p. 74) may be reached in one day. — The route from Stavanger to the Hardanger via the *Suledalsvand*, *Næs*, and *Røidal* has deservedly come into much favour during the last few years. — Heavy luggage may be sent from Stavanger to Odde, or to Bergen, by direct steamer.

Once a fortnight a steamer goes on from Sand into the **Hylsfjord**, an eastern ramification of the *Sandsfjord*, reaching *Hylen* at the head of the fjord in  $1\frac{1}{2}$  hr. more ( $6\frac{1}{2}$  hrs. from Stavanger).

From *Hylen* to *Vaage* on the *Suledalsvand* (see above),  $\frac{1}{2}$  M., a very picturesque walk of  $1\frac{1}{2}$  hrs., crossing the lofty \**Hylsskar*, where we stand on a narrow ridge, a few feet only in width, and enjoy a magnificent view of the lake below.

A steamer goes on once weekly from Sand to the \***Søvdefjord**, or *Saudefjord*, the N. arm of the *Sandsfjord*, vying with, or even surpassing the *Suledalsvand* in grandeur. **Søvde** or *Saude* (poor quarters), at the head of the fjord, is reached in  $1\frac{1}{4}$  hr. from Sand ( $6\frac{1}{2}$  hrs. from Stavanger). A path leads hence to *Eskevik* on the *Røldalsvand*, near *Botten* (p. 25) in 10-12 hrs.; and another, diverging from the first, and somewhat longer, leads through the *Slættedal* to a point on the Hardanger road about  $\frac{1}{2}$  M. to the N. of *Horre* (p. 25).

### C. To Sandeid.

The two weekly steamers from Stavanger to the **Sandeidsfjord**, like those to the *Sandsfjord*, take different routes, both in going and returning, one of them touching at *Jelsø* (see above) on the way out, and the other on the way back. At the mouth of the *Sandeidsfjord*, on the left, lies *Nærstrand*, beyond which the steamer soon reaches the point where this fjord, running N. and S., is intersected by the *Yrkefjord* to the W. and the *Vindefjord* to the E., forming a complete cross, and recalling the form of the Lake of Lucerne. On the right, near the mouth of the *Vindefjord*, is *Vigedal*, a pretty place with thriving farm-houses, beyond which we soon reach **Sandeid** (*Inn*), pleasantly situated at the head of

the fjord ( $6\frac{1}{2}$ - $9\frac{1}{2}$  hrs. from Stavanger, according to the route taken by the steamer).

Travellers arriving at Sandeid from Stavanger or from Sand, and bound for the Hardanger, should drive from Sandeid across the 'Eid', or neck of land which separates the Sandeidsfjord from the Hardanger, to ( $\frac{3}{4}$  M.) Ølen or *Aaland* ('Inn), beautifully situated on the fjord of that name, a branch of the Hardanger Fjord. A steamer at present starts hence for Bergen on Tuesdays at 7 and Fridays at 6 a.m., via Skonevik, crossing the entrance to the Hardanger Fjord, a voyage of 11-12 hrs. in all. Another, coming from Stavanger, usually calls here on its way to Eide and Odde on the Hardanger Fjord, and also on its way back to Stavanger.

One of the Bergen steamers (Saturdays, 5 p.m.) also goes from Ølen to *Fjære* on the *Akrefjord* (in 4 hrs.), whence a very rough, but picturesque bridle-path crosses the mountains, via *Vintertun*, in 6-7 hrs. to (2 M.) *Gaard Jøsendal*, situated between *Seljestad* and *Hildal* on the road to *Odde* (p. 25); a little beyond Vintertun a branch of the track descends to the right direct to *Seljestad*.

Two of the steamers above mentioned touch at *Etne*, at the head of the *Etnefjord*, whence a mountain path leads direct to (4 M.) *Seljestad* (p. 25), a very fatiguing walk of 11-12 hrs.

If on arriving at Ølen the steamers do not suit, the traveller may drive to (1 M.) *Etne* and ( $\frac{7}{8}$  M.), very bad road, pay for  $1\frac{3}{4}$  M.) *Leiknæs* on the *Skonevik*, in descending to which a magnificent view of the *Ulvenaase*, 3600 ft. high, is enjoyed. Boat thence to ( $\frac{1}{2}$  M.) *Ølfarnæs*. Then drive to ( $\frac{3}{4}$  M.) *Valen* and ( $\frac{1}{8}$  M.) *Helvik*. Ferry thence to *Herzen*, a few hundred yds. only, whence there are usually three steamers weekly to the Hardanger Fjord, two to Stavanger, and two to Bergen. About 1 M. to the N. of Herzen is *Terøen*, a still more important station, from which six or seven steamers weekly run to Bergen, four into the Hardanger, and two to Stavanger. This approach to the Hardanger (by Sandeid, Ølen, and Herzen or Terøen) is much more varied and attractive than the direct steamboat route from Stavanger. From this point into the Hardanger Fjord, see p. 84.

## 11. From Stavanger to the Hardanger Fjord by Steamboat.

(*From Stavanger to Bergen.*)

STEAMBOAT to *Odde* at the S. extremity of the Hardanger, on Mondays at 6 a.m., arriving next day at 9 a.m.; and there is usually another which spends two nights on its way to *Odde*. — These are the only steamers which ply direct between Stavanger and the head of the Hardanger Fjord. But the traveller may take one of the four smaller steamers plying between Stavanger and Bergen as far as *Lervik*, *Herzen*, or *Terøen*, where other steamers touch frequently on their way from Bergen into the Hardanger. — Another very pleasant way of reaching the Hardanger is to take the steamer from Stavanger to *Sandeid* (see above), proceed by land and small boat to *Terøen* the next day, and proceed thence by steamer into the Hardanger. — Nearly the whole voyage by all these steamers is in smooth water, their course being protected by islands, except for a short distance between Stavanger and Kopervik, and between *Haugesund* and *Langevaag*. The steamers are comfortably fitted up, but the sleeping accommodation is always very limited. Breakfast or supper is provided for  $1\cdot 1\frac{1}{2}$  kr., dinner for  $2\cdot 2\frac{1}{2}$  kr.; steward's fee optional. The usual passage-money is 40 ø. per mile in the cabin, and 25 ø. in the steerage. By water *Odde* is about 32 sea-miles (128 Engl. M.) from Stavanger, but the course taken by the steamers is 40-50 miles in length. Through-passengers pay for the *direct* distance, while those for short distances pay for the miles actually traversed. The miles given at

the beginning of the paragraphs in the following route, are the direct distances from the starting-point of the route (Stavanger). The distances between the most important stations are also mentioned. — Lastly, it may be mentioned, that, as the fine scenery of the Hardanger does not begin till Herøen and Tersøen are approached, the traveller loses little by going thus far at night.

The navigation of these western fjords of Norway, with their innumerable rocky islands, winding channels, promontories, and sunken rocks, is exceedingly intricate, often demanding the utmost attention of the captains and pilots, whose skill the traveller will have occasion to admire. Most of the captains speak English, sometimes German also, and they are usually very obliging. — Numerous lighthouses (*Fyr*) on both sides of the steamer's course are passed between Stavanger and Langevaag, to the N. of Haugesund.

On leaving Stavanger the vessel steers towards the N.W.; on the left are the *Duse-Fyr* and *Tungenæs-Fyr* on the *Randeberg*; to the right the *Hundvaagø*, the *Mosterø* with the ruined *Ulsten-kloster*, and beyond it the larger *Rennesø* and other islands. On the left we next observe the lofty lighthouse on the *Hvitingsø*, beyond which the open and unsheltered mouth of the *Buknafjord* is crossed (in about an hour). We next observe *Skudesnæshavn*, with its lighthouse, to the left, a small seaport (1327 inhab.) at the S. end of the *Karmø*, to which a steamer runs from Stavanger twice weekly. The first station at which the steamers usually stop is —

5 M. *Førresvik*, a village on the *Buknø*.

6 M. **Kopervik**, or *Kobbervik* (*Inn*), with 852 inhab., is one of the largest villages on the *Karmø*, a large and populous island, to which the herring-fishery is a source of much gain. The island is nearly flat, and tolerably well cultivated at places, but consists chiefly of moor and poor pasture-land, and is almost entirely destitute of trees. It contains numerous barrows, or ancient burial-places, especially near the N. end, some of which have yielded relics of great antiquarian value. The climate, which is cool in summer and mild and humid in winter, is exceptionally healthy, the average annual death-rate being only 12 per thousand. — About  $1\frac{3}{4}$  naut. M. to the W. of the *Karmø* lies the small and solitary island of *Utsire*, with a chapel and a lighthouse.

The steamer soon enters the *Karmsund*, the strait separating the island from the mainland. On the left, about 1 M. beyond Kopervik, is the old church of *Augvaldsnæs*, adjoining which, and inclined towards it, is an old 'Bautastein', 25 ft. in height, known as '*Jomfru Marias Synaal*' (the Virgin Mary's Needle). Tradition says that when this pillar falls against the church the world will come to an end. To the N. of this point, on the opposite side of the 'Sund', are five similar stones, popularly called the '*Five Foolish Virgins*'. At the end of the *Karmsund*, on the mainland, lies —

8 M. **Haugesund** (*Jonassen's Hotel*; *Olsen's*), locally known as *Karmsund*, with 4424 inhab., a place of no interest, except as the supposed burial-place of Harald Haarfagre (d. 933), whose original tombstone is still pointed out. On this spot, the *Haraldshaug*, a mound of earth a little to the N. of the town, rises an *Obelisk* of red granite, 45 ft. in height, on a square pedestal, around which are placed a number of stones, 9 ft. in height, called the *Fylkestene*, representing the *Fylker*, or districts into which Norway was formerly divided. This monument, called the *Haralds-Støtte*, was inaugurated in 1872, in presence of Prince Oscar (now King Oscar II.), on the thousandth anniversary of Harald's victory on the Hafrsfjord, in consequence of which the whole of the *Fylker* were united under his sceptre. Steamboat to Bergen twice weekly, besides the Stavanger and Bergen boats. — A road leads from Haugesund to the E. to (4½ M.) *Ølen* (p. 82).

To the N. of Haugesund extends an unprotected part of the coast, called *Sletten*, nearly 3 M. in length, which the steamer passes in about an hour. Near the N. end of this tract, 2½ M. from Haugesund, is *Lyngholmen*, where some of the steamers stop, the first station in Bergen-Stift, or the province of Bergen, to the W. of which is the *Ryvarden-Fyr* on a rocky island. We now enter the *Bømmelfjord*, one of the narrow inlets of the *Hardanger*, passing the *Bømmelø* on the left, on which rises *Siggen*, a hill known as one of the 'towers' of Bergen. This district is called the *Sønd-Hordland*, the natives of which are known as *Søringer*. Picturesque mountains in the background. Some of the steamers next stop at *Tjernagel*, on the mainland, 2 M. farther, others at *Langevaag*, on the *Bømmelø*, opposite.

13 M. **Mosterhavn**, the next station, on the *Mosterø*, boasts of a church built by Olaf Tryggvesson (995-1000), the oldest in Norway.

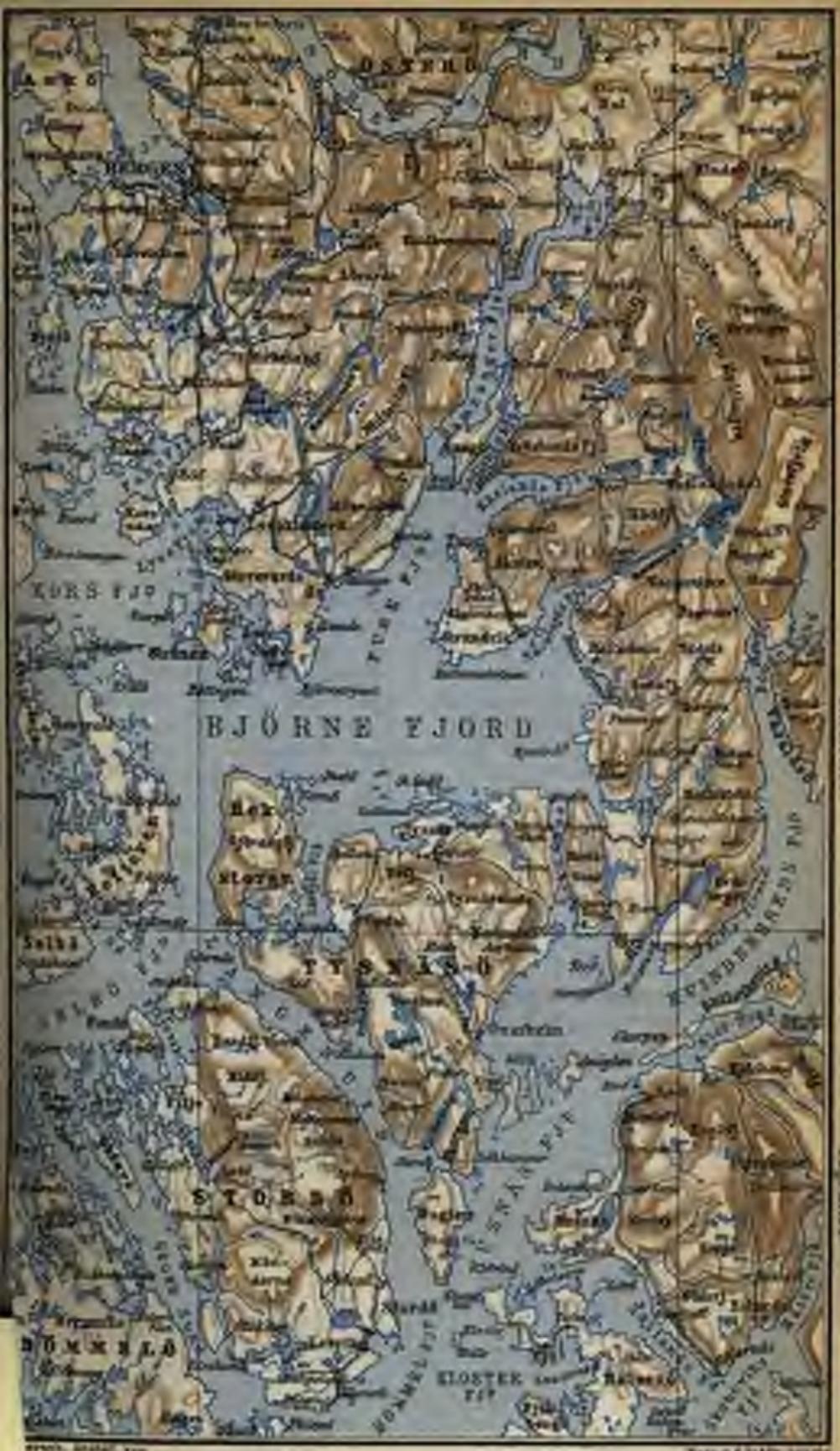
15 M. **Lervik**, a station of some importance, lies at the S. end of the *Stordø*, one of the largest of the islands at the entrance to the Hardanger. The well-wooded *Halsenø*, an island to the E., contains part of the buildings of a Benedictine monastery, founded probably in 1164. Several barrows in the vicinity.

One of the Hardanger steamers, instead of touching at Lervik, usually turns to the S., past the promontory of *Valestrand*, and describes a long circuit to *Udbjø*, *Ølen*, *Etne*, *Skonevik*, *Sunde*, and *Herøen* (comp. R. 10), taking 3 hrs. longer to reach Herøen than the more direct steamer.

Beyond Lervik the direct steamer traverses the *Kloster-Fjord*, named after the above-mentioned monastery on the *Halsenø*, and the *Husnæs-Fjord*.

17 M. **Herøen**, a small island opposite *Helvik*, is an important station, as most of the steamers to the Hardanger, both from Stavanger and from Bergen, as well as several of those plying between Stavanger and Bergen, touch here. The scenery now becomes more





interesting; the mountains are higher and less barren, and on every side the eye is met with a picturesque profusion of rocks, islands, promontories, and wooded hills, enlivened with bright-looking little hamlets nestling in sheltered creeks.

19 M. **Terøen** (*Inn*), a little island and village near the N. coast of the fjord, and to the E. of the large *Tysnæsø*, is a very important station, six or seven steamers running thence weekly to Bergen, four into the Hardanger, and two to Stavanger. The scenery is remarkably fine here, especially as the snowy summit of the *Folgefond* is now visible towards the E. — Near this point we quit the *Sønd-Hordland*, the island and coast district hitherto skirted, and enter the *Hardanger* district, and it is here that the *Fjord* of that name strictly speaking begins.

[FROM STAVANGER TO BERGEN there are usually eleven steamers weekly, five being vessels of considerable size from Christiania, and one from Hamburg, bound for Bergen or more distant places, while four or five smaller steamers ply weekly between Stavanger and Bergen only. The larger boats touch at *Haugesund* only, beyond which they proceed direct to Bergen, either passing between the *Bømmelø* and the *Stordø*, or between the latter and the *Tysnæsø*. The outer islands are mostly bare and rocky, and of moderate height. The voyage by the direct steamers takes 10-12, by the local boats 12-15 hours. One of the latter touches at *Næshavn* on the W. coast of the *Tysnæsø*; the others pursue the more interesting course viâ *Terøen* (see above).]

Beyond *Terøen*, which is reached in 9-10 hrs., three of the local steamers pass through the *Loksund*, a very narrow strait between the mainland and the *Tysnæsø*. The next station, *Ein-gevik*, lies on the *Tysnæsø*, at the N. end of the strait; beyond which is *Godøsund*, on a small island to the N. of the *Tysnæsø*. The *Bjørnefjord* or *Strandefjord* and the *Korsfjord* are next traversed. On the right is *Korshavn*, on a small island; and a little farther on is *Bukken*, a small island between the mainland and the *Sartorø*. The scenery on this part of the voyage is less attractive than at the mouth of the Hardanger. Bergen comes in sight as the steamer rounds *Kvarven*, the N. spur of the *Lyderhorn*; on the left (N.W.) rises the mountainous *Askø*. The first view of the town is very striking. To the N. rises the *Blaamand*, to the E. *Ulriken*, and to the S. are the *Løvstak* and *Lyderhorn*.

25 M. **Bergen**,  $4\frac{1}{2}$  hrs. from *Terøen*, 10-15 hrs. from Stavanger, see R. 12.

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The \*\***Hardanger Fjord** is most conveniently reached by steamer from Stavanger (the present route), or from Bergen (four times weekly), or by land from Gudvangen on the Sognefjord to Eide (see p. 60). The other approaches (comp. p. 101), from the E. to Eidfjord and from the S. to Odde, all involve a more or less

fatiguing ride or walk across the mountains, the easiest and most interesting of these routes being from the Haukelid Sæter to Odde (p. 24), and from Sand to Odde viâ the Suledalsvand (p. 81). Those from Søvde (p. 81) and Fjære (p. 82) to Odde are less recommended. It need hardly be said that the traveller who performs the whole journey to the head of the fjord and back by water cannot thoroughly appreciate the beauties of the scenery. The favourite headquarters for excursions are Eide, Ulvik, Eidfjord, and Odde, at each of which one or more days should if possible be spent. The inns are generally good and reasonable, but are often full in the height of the season.

The Hardanger Fjord, the main channel of which is subdivided into the *Kvindherred*, the *His*, the *Ytre* and *Indre Samlen*, and the *Sør* fjords, runs from Terøen to the N.E. for about 11 sea-miles (44 Engl. M.) to Utne, where it turns suddenly to the S. to Odde, a distance of 6 miles more (in all 68 Engl. M.). Opposite Utne diverge the *Graven*, *Ose*, and *Eid* fjords, besides which there are numerous smaller creeks which it is unnecessary to name. The average breadth of the fjord is about 3 Engl. M., but the upper part of the Sørfjord gradually narrows to a width of a few hundred yards only. The scenery is justly celebrated for its beauty and grandeur, and of all the Norwegian fjords this is perhaps the most attractive on account of its variety. Its accessibility and the comparative comfort of its inns are farther advantages not to be overlooked. In some respects the Hardanger resembles the Sognefjord, being enclosed by rocky and precipitous mountains 3000-5000 ft. in height, but the forms of the mountains are less picturesque, and snow and glaciers less frequent. On the other hand the mountains are generally better wooded, the banks more fertile, and the scenery altogether of a softer and more smiling character, while the huge and spotless snow-mantle of the *Folgefond* is frequently visible in the background. To these attractions must be added two of the finest waterfalls in Norway, hardly indeed surpassed in Europe, both of which are easily accessible to good walkers. The population ('*Haranger*'), too, and their national characteristics will interest many travellers. Two specialties of the fjord are the peculiar Hardanger violin and a strong kind of beer brewed by the natives. Weddings here are still very picturesque festivities, though generally falling short of *Tidemand's* beautiful '*Brudeförd*'. The bridal crowns and gold and silver trinkets (such as the *Sølje*, or *Sylgja*, a kind of brooch or buckle) are curious, and the embroidery, coverlids, and carpets manufactured in this district are much sought after. The costumes are seen to the best advantage on a Sunday morning before or after divine service. The women, who wear the '*Skout*', a kind of cap of white linen with stripes, and sometimes a picturesque red bodice, may often be observed giving the finishing touches to their

toilet after landing from their boats to attend church. The primitive mode in which public worship is conducted is also very characteristic.

*Special Maps.* ‘Kart over Søndre Bergenhus Amt’, in two sheets, at 1 kr. 60 ø. each.

FROM TERØEN TO VIK OR EIDFJORD. The Hardanger Fjord begins on the E. side of the *Tera*, whence a striking view is enjoyed of the \**Folgefond*, with the *Melderskin*, *Malmangernut*, *Kjeldhaug*, and other spurs descending from it. The Folgefond (*Fonn* or *Fond*, ‘mass of snow’) is an enormous expanse of snow and ice, 5–6 M. in length and 1–2 M. in width, covering the plateau, 3000–5000 ft. in height, which rises between the Hardanger Fjord on the W., the Aakre-Fjord on the S., and the Sør-Fjord, with the valley extending to the S. of it, on the E. side. Towards the S.E. the peninsula of the Folgefond is connected with the mainland by an isthmus  $3\frac{1}{2}$  M. in width (between *Fjære* and *Odde*). The mountain attains its greatest height immediately to the E. of the Sør-fjord, from which it rises almost perpendicularly. On the W. side the plateau descends gradually to the fjord. From the ‘Fond’, the nearly level snowy roof of the mountain, descend glaciers (*Jøkler*) in every direction, resembling huge icicles, the best known of which are that of *Bondhus* near the head of the Mauranger-Fjord, a favourite subject with artists, and the *Buarbrae* (*Brae*, ‘glaciér’) to the E. of *Odde*. From this vast expanse of snow protrude several rocky peaks (*Nuter*, literally ‘knots’) of moderate height: on the N. side the *Solnut* and *Thorsnut*, on the W. *Hundsøret* (‘the dog’s ear’; 5360 ft.), and on the E. the *Reinanut* and *Sauenut*. The best survey of the Folgefond from the W. side is obtained from *Terøen* and the neighbourhood, and from the E. side from the heights between *Røldal* and *Seljestad*. — Good walkers may cross the mountain without danger from *Øvrehus* on the Mauranger-Fjord to *Tokheim* near *Odde*, or from *Jondal* to *Naae* (*Bleie*), both of which routes are mentioned below (pp. 88, 89).

The stations are here enumerated in their usual order, but some of the steamers do not touch at them all. The direct distances from Stavanger are prefixed to them as before.

17 M. *Herøen*, 2 M. to the S. of *Terøen*, see p. 84. About 1 M. beyond *Herøen*, on the mainland, is *Uskedal*. To the N. lie the long islands of *Skorpen* and *Snilsthveit*, and on the right are the sombre slopes of the *Solfjeld*.

18 M. *Dimmelsvik* (Inn), whence a mountain-track leads to the S. to the *Matrefjord*. Passing the base of the *Malmangernut* (2880 ft.), we next reach *Rosendal* (two unpretending inns), about 1 M. farther, beautifully situated at the base of the *Melderskin* (4680 ft.). The place belongs to the Barons Rosenkrantz and Rosenkrone, who, however, were obliged to resign their baronial

dignity on the abolition of all titles of nobility in 1821. In the vicinity is the church of *Kvindherred*, destitute of a tower. The *Château*, erected in 1678, contains a picture-gallery, and is adjoined by pleasant grounds. — A bridle-track leads through the *Meldadal* to the *Midtsæter* and the *Myrdalsvand*, whence a steep, but tolerable path ascends to the summit of the *Melderskin* (guide not indispensable), which commands an imposing survey of the Folgefond and fjord down to the sea. — An excursion through the narrow *Hattebergsdal*, containing the *Ringerifos*, as far as the foot of the Folgefond is also recommended. — On the opposite bank of the fjord, about  $1\frac{1}{2}$  M. from Rosendal, is *Gjermundshavn*, commanding a fine view of the Maurangerfjord, and 1 M. to the N.E. of it is —

19 M. *Skjelnæs*, at the S. end of the large, but uninteresting *Varaldsø*. The strait on the E. side of the island is called the *Sildefjord*, beyond which, on the mainland lies the church of *Ænæs*, at the entrance to the \**Maurangerfjord*.

The *Maurangerfjord*, about  $2\frac{1}{2}$  sea-miles in length, with its bays of *Ostre* and *Nord-Pollen*, may be visited from *Skjelnæs* by boat. On the right we observe the fine waterfall of *Fureberg*. From *Bondhus* (tolerable quarters), near the head of the fjord (a row of  $2\frac{1}{2}$  hrs. from *Skjelnæs*) we walk in 2 hrs. to the \**Bondhusbræ* (guide necessary), a magnificent glacier which descends from the Folgefond, between the *Selsnut* on the W. and the *Bondalsnut* on the E. side. It is reached by crossing a moraine, rowing over the small *Bondhusvand* with a number of waterfalls descending from its precipitous banks, and ascending across a second moraine. The foot of the glacier is 1050 ft. above the fjord. Refreshments at the sæter here. Guide or horse 1 kr. 60 ø.

FROM THE MAURANGERFJORD TO ODDE (10-12 hrs. in all). From *Bondhus* we row in  $\frac{1}{2}$  hr. to *Øvrehus*, at the head of *Østrepollen*, the E. extremity of the fjord, where horses and guides are to be had. The ascent to the *Folgefond* is extremely steep, but the expedition presents no serious difficulty or danger in suitable weather. After a fresh fall of snow ('nysne), however, it is impracticable. The summit of the pass, where the route skirts the *Hundser* (5350 ft.), is about 5000 ft. high, beyond which there is a steep descent to *Tokheim* near Odde (p. 97). — Another route, frequently traversed of late, descends from the Folgefond to Odde by the *Buarbræ* (p. 98), but is more fatiguing. (Comp. Forbes's Norway, Edin. 1853; pp. 130, *et seq.*)

20 M. *Gravdal*, on the W. bank of the fjord, and, about 1 M. farther, *Øierhavn*, at the N. end of the *Varaldsø*, are the next stations. The broad part of the fjord extending from this point to *Strandebar*m, 2 M. to the N., is called the *Hisfjord*.

21 M. *Bakke* (\*Inn), beyond which is the church of *Strandebar*m, is beautifully situated on the W. bank, in the midst of grand scenery. To the E. we observe the *Myrdalsfos* and the Folgefond, to the N. the snow-clad *Thveite Kvitingen* (4220 ft.) and *Vesholda*. The steamer then steers towards the E., enters a narrower part of the fjord, and stops at —

22 M. *Jondal* (*Inn*), on the E. bank, 2 M. from Bakke, where the scenery is less attractive. This place is locally famous for the excellence of its boats. A rough track ascends hence the *Krondal* to (1 M.) *Gaarden Flatebø* (1100 ft.), grandly situated, and leads

thence to the S. to the *Jondalsbrae*, near the *Dravlevand* and *Jøklevand*; and another path from the gaard crosses the *Folgefond* to *Bleie* (*Naae*) on the *Sørfjord* (p. 96). This very interesting route leads from *Flatebæ* to the N.E. to *Sjusæt*, ascends steeply and describes a wide bend towards the N., turns to the E., skirts the *Thorsnut* (5210 ft.), and passes the *Saxaklep*. The highest point of the route is 4510 ft. above the fjord. Then a steep descent to the *Reisæter* (1080 ft.) and thence to *Bleie* (p. 96; 8-10 hrs. in all; guide necessary).

Beyond Jondal the steamer passes *Jonarnæs* on the right, and soon enters the broad *Samlenfjord*, which is divided by the almost isolated *Samlenut* into two parts, called the *Ytre* and the *Indre Samlen*. The scenery here is again very picturesque. The steamer crosses to the W. side, passes *Axnaas* and the church of *Vikær*, and enters the *Norheimsund*, a beautiful bay, on which lies—

24 M. **Norheimsund** (several good inns), or *Sandven*, charmingly situated, and suitable for a prolonged stay. In the vicinity are picturesque rocky and wooded hills. To the W. rises the snowy *Ljøne Kvitingen*. Sandven commands an admirable view of the Folgefond, with the mountain-spurs radiating from it. At the back of the village is the *Steinsdal*, a pretty and well-cultivated valley, in which a good road ascends to the (1/2 hr.) *Steinsdalsfos* or *Øvsthusfos* (from '*Øverste Hus*'), a waterfall 150 ft. in height, a narrow path behind which enables the visitor to pass dry-shod between the water and the rock. In descending the fjord some of the steamers stop for several hours at Norheimsund, during which the fall may easily be visited.

Beyond the *Steinsdalsfos*, 1/4 M. farther up the valley, the carriage-road terminates at the farms of *Steine* (tolerable quarters) and *Birkeland*, whence a sæter path leads through beautiful pine-forest to the (1 1/2 M.) *Gaard Eikedal*, on the N. bank of the *Eikedalsvand* (1000 ft.). The path then descends precipitously past the picturesque *Eikedalsfos*, 285 ft. in height, traverses a level and bleak tract, and descends rapidly to the beautiful *Frolandsdal* (*i Samnanger*), in which, 1/2 M. lower down, lies *Tøsse* (Inn), on the *Aadlandsfjord*. The whole walk, upwards of 3 M., occupies 9-10 hrs. (guide necessary). Steamer from *Tøsse* to *Bergen* in summer. If the steamer does not run, a boat may be taken to *Vaage* on the opposite bank (2 hrs.), whence a path ascends to (3/4 M.) *Gaarden Hougasdal* (tolerable quarters), from which the commanding *Gulfjeld* (3190 ft.) may be ascended. From *Hougasdal* a walk of 7/8 M. by *Totland* to *Birkeland*, whence a carriage-road leads to (1 1/2 M.) *Bergen*.

On leaving Norheimsund the steamer touches at *Østensæ*, or *Austesyn* (Inn), on the adjoining bay, another pretty place which attracts a number of summer visitors.

A mountain-path leads hence to the (4-5 hrs.) *Holmegrønvand*, or *Humlegrovvand* (1910 ft.), which affords good fishing, and thence into the *Bergsdal*, from which a path leads to (4-5 hrs.) *Bolstadøren*, and another (also 4-5 hrs.) to *Evanger* (p. 62). Several sæters on the route afford tolerable accommodation.

To the W. of *Østensæ* is a promontory (*Næs*) separating the bay of *Østensø* from the very narrow and picturesque *Fiksensund*, an arm of the fjord running towards the N. for a distance of 1<sup>3</sup>/<sub>4</sub> naut. M., at the head

of which lies *Gaarden Botnen* (reached by boat from Østensø in 3-3½ hrs.). High up on the mountain-side beyond the Næs is seen a huge giant-basin (*Jættegryde*), called *Gygrerøra* (*Gygr.*, 'giantess'), from the popular tradition that a giantess standing on the mountain, and endeavouring to draw several small islands in the fjord towards her, failed from the breaking of the rope, and caused this indentation by falling backwards. — From Botnen a path (guide unnecessary), exceedingly rough and precipitous at places, ascends the *Flatebægjel* (*Gjel*, 'rocky ravine') to the (½ M.) *Løketal* sæter and the top of the hill beyond it (2000 ft.), after which it leads across more level ground to the (½ M.) *Vossestøle* (*Støl*, 'sæter') at the N.E. end of the *Humlegrovand*, mentioned above. It then descends by the course of the river issuing from the neighbouring *Thorfinvand* to (½ M.) *Gaarden Skjeldal*, whence a good road leads through pine-forest to (½ M.) *Grimestad* at the W. end of the *Vangsvand*. Distance thence by road 1½ M., or by boat ¾ M., to *Vosserangen* (p. 61). This interesting route from Østensø to Vossevangen takes 12-14 hrs. in all.

Soon after quitting Østensø the steamer commands a view, to the left, of the *Indre Samlenfjord*, a beautiful reach of the Hardanger. It either steers straight across the fjord to (1¼ M.) *Herand*, lying to the S. of the conspicuous and nearly isolated *Samlenut* or *Samlekolle* (2060 ft.), which may be ascended from Herand, or, passing the mouth of the *Fiksensund* (see above), it skirts the N.W. bank of the fjord and touches at (2 M.) *Aalvik*, near which is the picturesque *Melaanfos*. In the former case, on leaving Herand, it rounds the Samlenut, touches at *Vinæs*, and skirts the *Stenkorsnæs* with *Gaarden Nesthammer*. Whichever of these routes the steamers take, they all stop at —

26 M. **Utne** (\**Inn*), beautifully situated on the *Utnefjord*, from which the *Samlenfjord*, the *Gravenfjord*, the *Eidfjord*, and the *Sørfjord* radiate towards the four points of the compass. A path ascends through the charming valley at the back of the village to the \**Hanekamb*, which commands an admirable survey of the Utne, Eide, and Sør fjords. — From Utne the steamer steers due N. into the *Gravenfjord*, a narrow and somewhat monotonous arm of the fjord, at the N. end of which, about 2½ M. from Utne, lies —

27 M. **Eide** (*Haukenæs Station*, close to the fjord; *Måland's Hotel*, on the river; *Jainsen's*, 5 min. from the pier; all good), nestling prettily at the foot of rocky and wooded mountains which leave it exposed on the S. side only. Several of the streams and small lakes in the neighbourhood are said to afford good trout-fishing. This is the most frequented place on the fjord as a summer residence, but the scenery is not very striking. From Eide to (2¾ M.) *Vossevangen*, see p. 61.

FROM EIDE TO ULVIK (2 M., pay for 3½), a magnificent ride or walk, affording an admirable picture of Norwegian mountain-scenery (4-5 hrs.; guide unnecessary). From Eide a good road leads to (½ M.) *Graven Kirke*, on the *Gravenvand*, where the road to (1½ M.) Ulvik, barely practicable for driving, and extremely steep at places, diverges to the right. Horses may be hired at Eide or at *Øvre Seim*, ¼ M. beyond the church. All superfluous luggage should be sent round by steamer from Eide to Ulvik. — Pedestrians effect a saving of nearly an hour by taking the following route: — Immediately beyond the bridge, which the road crosses a few hundred yards from the pier at Eide, a bridle-path diverges to the right and ascends rapidly past *Gaarden Kjellan* and along the bank of the *Kjellanselv*, which

forms a small waterfall, to *Gaarden Tveit* (*Tveit*, Engl. 'thwaite', 'a clearing') and (1½ hr.) the small *Mauvatn*; (¼ hr.) the *Mauvalnsæter*, with a 'Ljor' or opening for the smoke in the roof (milk procurable; also 'Grød', or rye-porridge; 'Sauv', buttermilk; 'Prim', whey; 'Primstrumper' are the drum-shaped vessels in which the whey is carried down to the valley), where our path bears to the left, ascending through a dreary valley to the (20 min.) *Angerklev*, and there uniting with the road from Graven. Following this road to the right, we reach the highest point of the route (about 1200 ft. above the fjord), which commands a magnificent \*VIEW of the *Ulviksfiord*. To the E. rise the *Onen*, from which the *Døgerfos* is precipitated to a depth of upwards of 1500 ft., and the *Balonefjeld*, and to the N.E. the majestic *Vasfjæren* (5350 ft.). On the right side of the road rise the *Graahellerfjeld* and the *Grimsnut*, and on the left the *Kvashoved*. On the descent to (¼ hr.) *Brakenes*, which is very steep at places, the scenery becomes still more picturesque, particularly at the *Furusæter* and *Lindebrække*. On the hill, about ¼ hr. before we reach Brakenes, is \*Villemsen's Hotel (Gaarden Sponheim), beautifully situated, and often full. Pretty waterfalls by the mill behind the church.

*Brakenes* and *Ulvik*, see below.

The direct route from Eide to Ulvik across the mountains just described is 1½ M. in length, but by steamer the distance is about double (5 sea-miles). Some of the steamers go direct, while others call at Utne (p. 90) on the way; and it should be observed that they do not all touch at Ulvik. On emerging from the Gravenfjord the steamer steers to the S.E. past the *Oxen* (4120 ft.), a mountain which may be ascended from the S.E. side, and then enters the *Eidfjord*, the easternmost arm of the Hardanger. The banks are very rocky and abrupt, affording but scanty room for a few scattered houses at their base and in the valleys intersecting them. Passing the innermost bay of the Eidfjord on the right, we next enter the \**Osefjord* to the N., with its imposing mountain-background (*Vasfjæren*, *Skarafjeldet*, *Sotenuten*). This fjord also consists of two branches, divided by the promontory of *Størsnæs*, that to the right (N.E.) retaining the same name, and that to the left (N.) being called the *Ulviksfiord* ('Ulv-Vik', wolf's creek). These bays are generally frozen over in winter, the water being almost entirely fresh and not much affected by the tide; in which case the steam-boat lands its freight on the ice. None of the steamers enter the N.E. bay of the Osefjord. Ascending the Ulvik, we next stop at—

30 M. *Ulvik*, or rather at *Brakenes* (Station, at the pier, tolerable, R. 80 ø.; \**Sjur Brakenes Hotel*, with baths, on the other side of the church, a few hundred paces to the W.; \**Villemsen's*, on the hill, ¼ hr. from the pier; beds sometimes obtainable at a new white house, to the right of the gate leading from the pier into the high road; all these houses are often full in the height of summer), beautifully situated, and one of the most picturesque spots on the Hardanger Fjord. *Brakenes*, with its conspicuous church, beyond which there is a fine waterfall, is the principal cluster of houses on this creek, the hamlets and farms at the head of which are collectively known as *Ulvik*. A pleasant walk may be taken along the shore to (10 min.) another group of houses, with a pier, near the head of the fjord, where visitors also fre-

quently take up their quarters for the summer. Farther on lies *Hagestad*, beyond which, on the N.E. bank, is *Lekve*, an ancient *Kongsgaard*, or royal domain, from which a path crosses the hill to the Osefjord in 1 hr. — An interesting excursion from Ulvik is the ascent of the *Vasfjæren* (5350 ft.), via *Lekve*; magnificent view from the summit (9 hrs. there and back; for a guide apply to M. Hjeltnæs at the Brakenæs station). — Pleasant walk of  $1\frac{1}{2}$  hr. to the N.W. to the ( $\frac{5}{8}$  M.) *Espelandsvand*, a lake which is said to afford good trout-fishing.

**FROM ULVIK TO OSE** (1 M.; or all the way by boat  $2\frac{1}{2}$  naut. M.). The innermost creek of the \*Osefjord, which none of the steamers enter, is one of the most striking parts of the Hardanger Fjord, and should if possible be visited. The excursion there and back may be made in one day; or the night may be spent at Ose. One route is by boat to *Lekve*, on the N.E. bank of the Ulvik, in 20 min., and thence by a path across the hill to the Osefjord in 1 hr., on which another boat is hired to ( $\frac{3}{8}$  M.) *Ose*, a row of nearly an hour more; or a boat may be taken direct from Brakenæs, round the *Størsnæs*, to ( $2\frac{1}{2}$  naut. M.) *Ose*, a row of  $2\frac{1}{2}$  hrs. or more ('Niste', i. e. a supply of food, desirable). On rounding the *Størsnæs* by boat we observe to the E. a waterfall of the *Bagnaelv* and (more to the left) the curious *Døgerfos*, descending from the snow-clad *Onen* and the *Døgerdalsvand*. We now enter the upper part of the imposing Osefjord, the banks of which are almost uninhabited. On the right rises *Onen* and the *Balonesfjeld*, and in the background tower *Vasfjæren* (left) and *Krosfjæren* and the *Nipahegg* (right), the mountains bounding the wild \**Osedal* in which the fjord terminates. From *Ose* (tolerable quarters at the house of *Lars Ose*) travellers usually visit the (10 min.) 'Koldehuler' (cold holes), known as 'Windlöcher' among the Alps), which are used as cellars, and where water freezes even in summer. Close to them is a marsh ('Myr'), which, according to the natives, never freezes, and is dry during rain and wet in dry weather. Beyond *Ose* the valley contracts to a wild and narrow ravine, bounded by the *Vasfjæren* and *Nipahegg*, through which a path (guide obtainable at *Ose*) leads to the *Øseseter* and thence between the *Øseskavl* and *Vossekavl* (right) and the *Gangdaskavl* (left) to the *Gravahals* (3710 ft.) and to *Kaardal* in the *Flaamsdal* (a walk of 10-12 hrs.; comp. 58). — Another route, fatiguing and rarely frequented, leads from *Ose* across the *Hallingstarv* by *Ulerasbotten* (tolerable quarters) to *Hol* in the upper *Hallingdal* in 2 days (comp. p. 34).

**FROM ULVIK TO AURLAND** (10-12 hrs.). Travellers who have explored the whole of the scenery of the Hardanger Fjord may proceed either from *Ose* (see above), or from *Lekve* on the *Ulvik*, direct to the *Sognefjord* in one day. The path from *Ulvik*, very precipitous and fatiguing at places, ascends to the *Solsivand* and the *Sloudalsvand* (2560 ft.), at the end of which lies *Klevene*, the highest *gaard* in the *Rundal*, passes the base of the *Gravahals*, and descends to *Kaardal* in the *Flaamsdal* (comp. p. 58).

Leaving Brakenæs on the *Ulvik*, beyond which the steamer does not proceed, we now return to the *Eid fjord*, rounding the promontory of *Banknæs*, which separates the Osefjord from the *Eid fjord*. A certain spot on the *Banknæs* is known as the *Bergfall*, from the fact that a huge mass of rock, 400 ft. high and about the same width, once fell from it into the deep water of the fjord at its base. To the S. rises the lofty *Bufjeld*, so named from the solitary *Gaard Bu*, on which the sun never shines in winter. On the right, farther on, is *Ordal*, with a saw-mill and a number of houses, where several old moraines and primeval beaches are distinguish-

able. Above it rises the *Ordalsnut*. On the opposite bank of the fjord is the *Hotlenut*, beyond which lies the *Simodal* (p. 95), with the snowy plateau of the *Hardanger Jøkul* (6530 ft.) in the background. We next observe on the left the bare *Vindaxeln*, opposite which, on the right, rises the boldly formed *Økternut* (*Økt*, a 'quarter of the day', or 'afternoon'). The scenery here is wild and grand, but is destitute of the softer characteristics of the Ulvik. The next station, Vik, is  $2\frac{3}{4}$  M. from Ulvik, but is not farther distant from Stavanger or Bergen than Ulvik.

30 M. **Vik** or **Eid fjord** (\**Inn* kept by the brothers *Næsheim*, somewhat dear), situated in a bay on the S. side of the *Eid fjord* or *Øifjord*, is the starting-point for the *Vøringsfos*, one of the finest waterfalls in Norway, and also for other excursions of great interest. The church of *Øifjord*, 10 min. from the pier, stands on a moraine (*Vor*), which is intersected by the river descending from the *Øifjordsvand* (see below).

\*EXCURSION TO THE *VØRINGSFOS* (8-10 hrs., there and back). The scenery on the route to the waterfall, which was discovered by Prof. Hansteen in 1821 when on his way from the Hallingdal to the Hardanger, is very grand, as well as the fall itself. (Guide from Vik 4 kr.; horse from *Sæbø* 3 kr. 20 ø.; neither necessary for good walkers; actual walking 6-7 hrs.; provisions should be taken, as little is to be had on the route.) We walk across the *Eid*, or neck of land between the fjord and the (20 min.) *Øifjordsvand* (54 ft. above the sea-level), a lake enclosed by huge, abrupt, and barren rocks, over which several waterfalls are precipitated, and which glisten like silver after a fall of rain. Here we obtain a boat (80 ø.; the boatman lives at *Gjellero*, a little to the right, and is usually attracted by shouting) to take us to the upper end of the lake ( $1\frac{1}{2}$  M.; 1 hr.). On the right a path diverges to *Gaarden Kvam* (*Kvam*, 'rock-bound ravine'), whence the *Kvamsfos* descends; and farther on we pass the *Borgafjeld*, where there is a fine echo. On the left is the *Øifjordsfjeld* with the *Trellefos*. At the end of the lake we reach a fertile plain watered by the *Byg-darelv*, or *Hjelmoelv*, descending from the *Hjelmodal* on the S., and the *Sæbøelv*, or *Bjoreia*, which our path skirts towards the E., traversing grand mountain scenery. Leaving *Gaarden Gaaratun* on the right, we soon reach the adjacent farms of *Sæbø*, *Møgeletun*, *Lilletun*, *Varberg*, and *Røise*, at all of which horses may be hired (horse and attendant 3 kr. 20 ø.). From *Sæbø* the path, which cannot be mistaken, ascends the moraine to the left, and then descends into the wild *Maabødal* on the left bank of the *Bjoreia*, which it afterwards crosses by means of a lofty bridge. In 1 hr. from *Sæbø* we reach *Gaarden Tveithougen*, beyond which the path ascends steeply, passing enormous blocks of rock and wild cataracts formed by the river here. In  $1\frac{1}{2}$  hr. more we reach —

**Maabe**, a solitary house in the midst of a severe rocky land-

scape, where the river is lost to view. (Coffee may be ordered to await the traveller on his return, 2-3 hrs. later.) The path constructed by the *Turistforening* now crosses the river and ascends its precipitous left bank to the small, dark-green *Maabøvand*, beyond which it continues to mount between walls of rock whence large fragments have been precipitated in all directions. A number of small waterfalls descend from these rocks, which seem almost to overhang the path. The vegetation is of an Alpine character. In 1 hr. from Maabø we reach the \*\**Vøringsfos*, the roar of which has long been audible. The water is precipitated over the rocks at the head of the ravine in a perpendicular leap of 475 ft. into a basin enclosed by walls of rock on three sides. Two ridges of rock divide the river, which comes from the right, into three falls, which however soon re-unite. A dense volume of spray constantly rises from the seething cauldron, forming a cloud above it. The scene is singularly impressive. The traveller should approach the fall as closely as possible in order more thoroughly to realise its sublimity. Beautiful rainbow-hues are often observed in the spray, especially of an afternoon. — The *Vøringsfos* is usually considered the finest of all the Norwegian waterfalls. The *Skjæggedalsfos* is more pleasing and picturesque, but generally contains a far smaller volume of water, while the sublime *Rjukan* is too far distant from the spectator to produce an adequate impression of its grandeur.

Before the construction of the path to the foot of the fall it was possible to view it from above only. In order to do this the traveller may ascend by a footpath between the fall and Maabø; or he may return to Maabø and follow the bridle-path ascending the *Maabøgulder* (*Guld*, 'rocky declivity') to **Gaarden Høl** (in 2 hrs.; rough accommodation; guide advisable for either route), situated on a dreary mountain-plateau, about 2200 ft. above the sea-level. In order to view the fall from the N. side, the traveller must cross the river by boat (40 ø. there and back). The most conspicuous object on this lofty plain is the dense column of spray rising above the waterfall, which had long been observed by the natives of the district and led Prof. Hansteen to the discovery of the fall.

From Høl we may now, instead of retracing our steps, proceed to the S. across the plateau to the *Skisæter* and *Bærnestøl*, and descend into the imposing *Hjelmodul*, through which a good path leads to *Gaaratur* and *Sæbø* (2¾ M., a walk of 7-8 hrs. in all). In this case the night must be spent at Høl. — Or, leaving Høl early in the morning, we may cross the river, ascend the *Isdal*, descend a precipitous path, 3000 ft., to *Gaarden Treit*, and through the *Simodul* to the fjord, a rough walk of 10-12 hrs. (boat to *Vik* in 1 hr. more). A guide is necessary for all these expeditions, except the direct excursion to the fall and back.

EXCURSION TO THE *SIMODAL* (6-8 hrs., there and back). We row from *Vik* to (½ M.) the head of the fjord in 1 hr.; on our way

thither we observe to the N. the loftily situated farm-house of *Skuard*, and, farther on, above the Simodal, the solitary *Gaard Getaasen*. To the N. from the head of the fjord runs the *Aasendal*, in which, a little beyond *Gaard Aasen*, rises a curious isolated rock resembling a tower, nearly 400 ft. in height. The *Simodal*, running from the head of the fjord towards the E., is an exceedingly wild, narrow, rocky ravine,  $\frac{1}{2}$  M. long, the narrowest part of which, called *Helvedet* ('hell'), is at *Garden Mehus*, where the towering rocks above may be seen through the *Ljor* ('smoke-hole'). At *Tveit*, the highest of the three gaards, tolerable quarters may be obtained. Near it are several *Koldehuller* ('ice-cavities') resembling those in the *Osedal* (p. 92). A little above *Tveit* is the *Skytjafos*, a fine waterfall 2000 ft. high, part of which is a perpendicular leap of 700 ft.; and at the head of the valley, which terminates abruptly in a huge wall of rock, is the imposing *Rembisdalsfos*, descending from the *Rembisdalsvand*, a lake to the N.E., to which a glacier of the *Hardanger Jekul* descends. — Pedestrians taking this fatiguing, but very interesting route to the *Vøringsfos*, ascend from *Tveit* to the *Isdal*, a height of 3000 ft., and then descend past the *Isdalsvand* to *Garden Høl* (p. 94).

From *Vik* to the *Hallingdal*, or to the *Tinnse* in *Thelemarken*, via the *Vøringsfos* and *Høl*, or through the *Hjelmodal*, see RR. 2, 4. *Ole Vik* at *Eidfjord* is recommended as a guide; or application may be made to the owners of the inn. A horse and guide for the whole route (16-20 kr. each) are most conveniently engaged at *Sæbø*.

**FROM EIDFJORD TO ODDER.** After leaving *Vik*, and before quitting the *Eidfjord*, some of the steamers touch at *Ringe*, on the E. bank, near the mouth of the fjord, a little beyond which we steer into the narrow arm of the *Hardanger* called the *Sørfjord* ('south fjord'), 6 M. (24 Engl. M.) in length, its entrance being formed by the *Tronas* on the W. and the *Kirkenæs* on the E. side. The next station, about 4 M. from *Vik*, is —

27 M. **Grimo** (\**Inn*), a pretty place on the W. bank, which is well cultivated here, and yields the morella and other cherries in abundance. A beautiful walk may be taken to the S. to (20 min.) the top of the *Haugsnæs*, and another to the N. to the (20 min.) *Tronæs*, which affords a view of the *Kinservik* (see below). A rough path leads thence to *Utne*. The contrast between the wild and bleak mountains rising above the fjord and the fertile land at their bases is most striking on the *Sørfjord*, and is most apparent when observed from the banks themselves.

Opposite *Grimo*, immediately to the S. of the *Kirkenæs*, is the charming *Kinservik* (anciently *Kingsarvik*), to which the *Husdal* descends. The *Tveitafos* and the *Nyastølfos*, two fine waterfalls in this valley, are worthy of a visit. To the left rises the imposing *Reenæs*. As none of the steamers touch at the *Kinservik*, travellers intending to visit the place land at *Grimo* or at *Loftthus*. A beauti-

ful road leads by *Krosnæs* to ( $\frac{3}{4}$  M.) Lofthus. *Lars Trondsen* at Kinservik is a skilful wood-carver (*Træskjærer*). — On the same side of the fjord, about  $1\frac{1}{4}$  sea-miles from Grimo, is the next station —

28 M. **Lofthus**, or *Ullensvang* (\**Hans Helgesen Utne's Inn*, comfortable), charmingly situated. To the N. is the house of the *Sorenskriver* (district-judge, locally called 'Skrivare soren'), and higher up is *Helleland* ('Hedleland') with a curious old *Røgstue*. To the S. of the inn is a large *Girls' School*, on the hill above which is *Oppedal*. — The name of the parish is **Ullensvang**, to the church of which a beautiful road leads through the valley of a river, which,  $\frac{1}{2}$  M. to the E., forms the waterfall called *Bjørnebykset* (bear's leap). To the S. is the *Skrikjofos*, 500 ft. in height. The interesting old *Church* is an early Gothic building, destitute of a tower, with a handsome W. portal. At the E. end of the choir is a Gothic window; above it is represented the head of a bishop, and on the right is a weeping and on the left a laughing face. The doorposts and window mouldings are also worthy of inspection. — By the *Præstegaard* (parsonage) are several fine old limes and ashes. — On this part of the fjord mild W. winds usually prevail in winter, and the water never freezes; but farther to the S., at Odde and in the neighbourhood, cold E. winds are more frequent. — Near Ullensvang are several *Koldehuller*, or cavities in which the temperature never exceeds 38-40° Fahr., and which are used by the natives as cellars.

On the opposite (W.) bank of the fjord are several large farms, the chief of which are *Jaastad*, *Vildure*, and **Aga**. The last-named, the property of a 'Storthingsmand', the father-in-law of the inn-keeper at Lofthus, still contains an old hall lighted from above. Above Aga rises the *Solnut*, beyond which is the *Thorsnut*. The glaciers of the Folgefond are visible at frequent intervals. Beautiful excursions may be taken in every direction by boat. — On this side of the fjord, a little farther S., is the picturesque *Vikebugt*, on which are situated the station of (29 M.) **Naae** and the farm-houses of *Bleie*, where immediately above the luxuriant fields and gardens are the overhanging glaciers of the Folgefond, from which several waterfalls are precipitated. Unsuccessful attempts have been made near Bleie to quarry the ice for commercial purposes. — Path from Bleie over the Folgefond to *Jondal*, see p. 89.

On the E. bank, a little beyond Ullensvang, we next observe *Børve Naustad*, splendidly situated. (Rooms at the *Landhandler's*.) A fine view is obtained here of the glaciers above Bleie and of the whole of the Sørfjord. The numerous boat-houses (*Nøst*) on the bank belong to the small farmers who live on the hill above. An excellent point of view is the pointed and prominent *Børvenut* (1 hr.) — The next places on the E. bank are *Gaarden Sandstø* and *Sexe*; *Hovland*, with a spinning-mill; *Hvalnæs*, a promontory with a gaard; and then,  $2\frac{1}{2}$  M. from Naae, —

30 M. **Espen**, with several small farms charmingly situated on the hill.

On the W. bank, to the S. of Naae and Bleie, we next pass *Gaarden Lindvik* and a mountain torrent which disappears under a large mass of snow. Then *Maage*, situated on a thick deposit of detritus (*Ur, Urd*), on the mountain above which is a rocky slope remarkable for its many colours. Still higher is a glacier, which once extended much farther down. The next places are *Kvitnaa*, at the entrance to the imposing *Maagedal*, with glaciers in the background, and *Gaarden Digrenæs*, with several waterfalls near it. Between these places, on a commanding hill, stands *Gaarden Aase*, whence the Folgefond may easily be ascended. (Rowing-boat thither from Odde, 2 hrs.) Beyond *Digrenæs* are *Gaarden Apald* and *Aaen*, with the waterfall of that name, also called the *Ednafos*; then *Eitrheim*, with the peninsula of *Eitnæs*, and *Tokheim* with its waterfall, commanded by the *Tokheimsnut*, on the S. side of which a path crosses the Folgefond to the *Maurangerfjord* (p. 88). — The background to the S. is formed by the *Ruklenut* on the right and the *Rosnaas* on the left.

On the E. bank, a little beyond *Espe*, is *Fresvik*, with its spacious and picturesque amphitheatre of wood, bordered with meadows and corn-fields. On the same bank, opposite *Kvitnaa*, are *Gaarden Skjelvik*, situated in another wooded bay, and *Gaarden Stana*, at a dizzy height above which is *Isberg*. Farther on is the *Tyssedalsnut*, below which lies the hamlet of *Tyssedal*, where the captain of the steamer will usually stop to allow passengers bound for the *Skjæggdalsfos* (see p. 99) to disembark. We next observe *Gaarden Freheim*, or *Freim*, on the hill, beyond which we soon reach (about 2 M. from *Espen*) —

32 M. **Odde** (\**Ole Præstegaard's Inn*, near the pier; \**Baard Aga*, 200 paces from the pier, a little inland; \**Vetterhus*, on the fjord, near Aga's; *Christensen*; usual charges, R. 80 ø., B. 1, D. 2 kr.), situated at the S. end of the *Sørfjord*. The name ('tongue of land') applies properly to the large *Church* of the parish. The principal farms around the church are *Bustetun*, *Opheim*, and *Bergeflot*. The guide *Thore Horre* frequently plays national dance-music on the Hardanger violin for the entertainment of visitors. The peculiarity of the instrument consists in its having six strings under the four upper (g, d, a, e; the two lowest being encased in a coil of steel wire), tuned either in unison or in harmony with them, and so placed that they sound when the upper strings are touched, thus producing a pleasing effect. A highly skilled performer on this instrument (with twelve strings instead of six under the four upper) is *Kristian Suckow* at Bergen.

**WALKS.** (1). To (1/2 hr.) *Tokheim*, on the W. bank, commanding fine views of the fjord.

(2). To the (20 min.) \**Sandvenvand* (280 ft.), to the S. of Odde.

The route to it is by the high-road, ascending the *Eid*, an old moraine. At the top of the hill the *Aaboelv*, issuing from the *Sandvenvand*, forms a fine waterfall. On the right is the *Strandsfos*, and rising above the lake are the *Eidesnut* and *Jordalsnut*; on the left is the *Kjøndalsfos*, and above it rises the *Kjøndalsnut*. The finest view is towards the N., embracing the whole of the *Sørfjord*, with the *Oxen* (p. 91) in the extreme distance. By following the road for 20 min. more along the bank of the lake we obtain a view of the entire *Buarbræ* and the *Folgefond*. No one who lands at *Odde* should omit to take this walk or drive ( $1\frac{1}{2}$ -2 hrs.), for which a guide is of course unnecessary.

EXCURSIONS FROM *ODDE*. (1) To the \**Buarbræ*, a very interesting excursion of 5 hrs., there and back (guide unnecessary). We walk or drive to the (20 min.) *Sandvenvand* (see above) and cross the bridge; then row across the lake (fare about 1 kr. 20 ø. for one rower) to the (20 min.) entrance to the *Jordal*, where the boat waits, and where we obtain a view of the huge ice-masses of the *Folgefond*. We then walk, crossing the first bridge, to (5 min.) *Gaarden Jordal*, and afterwards cross (20 min.) a second bridge, beyond which the path follows the left bank of the *Jordalselv*. Easy walking and beautiful scenery. In 1 hr. more we pass *Gaarden Buar* (Hardanger beer and other refreshments) on the left, beyond which lies a small plain. From this point to the foot of the glacier, of which we are now in full view, 20 min. more. Travellers are particularly cautioned against attempting to enter the blue ice-grotto. By ascending the hill to the right we shall have an opportunity of observing traces of the steady advance of the glacier, which amounted to 260 ft. in 1870, and to no less than 12 ft. in one week in 1871. The foot of the glacier is 1000 ft. only above the level of the fjord, or 700 ft. above the *Sandvenvand*, and in its immediate proximity are barley-fields and well-grown trees. The glacier is divided into two arms, which afterwards unite, by the *Urbotten*, a ridge of rock, and consequently has an unusually large central moraine. The *Jordal* itself is an object of attraction on this excursion, being bounded by picturesque and precipitous rocks, and enlivened with an abundant growth of birches, elms, and other trees. — Good mountain-walkers may ascend on the right side of the glacier to the *Folgefond*, skirt the *Eidesnut* and the *Ruklenut*, and passing the *Tokheimsnut* descend to *Tokheim* and *Odde*, a very grand and interesting, but fatiguing expedition of 10-12 hrs. in all, somewhat resembling the Diavolezza Tour in the Bernina Alps. (Guide 4-8 kr.)

(2). To the \**Lotebos* (6-8 hrs., there and back). A 'Stolkjærre', with seats for two persons, may be hired for the whole excursion. The route is by the high-road to the S., passing the *Sandvenvand*, where the scenery is particularly fine, and *Hildal*. Travellers were formerly obliged to row to *Sandven*, at the S. end of the lake,

but an excellent road now skirts the E. bank, passing the *Kjøndalsfos*, commanding a noble survey of the Buarbræ, skirting bold rocky precipices at places, and traversing several *Ure*, or beds of detritus. On the opposite bank of the lake is seen the *Strandsfos*, descending from the *Svartenuut*, with a bridge high above it. At the end of the lake is *Gaarden Sandven*. A little farther is ( $\frac{7}{8}$  M.) *Hildal* (318 ft.), a station, where horses may be changed, and near which is the *Væfos* or *Hildalsfos*. The valley is of a softer character here than lower down, and its beauty is enhanced by several remarkably fine waterfalls. Farther on we traverse the *Djuv* ('ravine'), through which the brawling *Grønstadelv* (so named from the neighbouring *Gaard Grønstad*) forces its passage. About  $\frac{1}{2}$  M. from Hildal we reach the \**Lotefos* and *Skarsfos*, the waters of which unite near the road. Opposite is the \**Espelandsfos*, descending in the form of a veil, and one of the most picturesque waterfalls in Norway. The traveller may now drive on for 20 min. more, alight, and walk to the gaards of *Skare*, where several interesting old timber-buildings (*Røgstue*, *Stabbur*, and *Løe* or granary) and picturesque costumes are to be seen. The interior of a Stabbur, or store-room, should be inspected. The natives here usually have four meals a day, *Frokost* at 6 a.m., *Daur* (called elsewhere *Dagverd*, *Davre*, *Døgur*) at 10 a.m., *Nonsmad* at 2 p.m., and *Kvelsmad* at 8 p.m. — The traveller may view the Lotefos from above by ascending from Skare to the (20 min.) *Lotevand*, from which first the Skarsfos and then the Lotefos issues. Several mills have been established by the side of the fall. The lofty cloud of spray, through which the Espelandsfos is visible, has a very curious effect. — If, as may conveniently be done, this excursion be combined with a visit to the Buarbræ, the vehicles are left at the N. end of the Sandvenvand until the travellers return from the glacier.

Route to *Thelemarken* viâ *Seljestad* and *Røldal*, see p. 25; to the fjords near *Stavanger*, see R. 10.

(3). From Odde across the \**Folgefond* to the *Mauranger Fjord* (see p. 88), a fatiguing, but very interesting walk of 8-10 hrs. (guide 12-16 kr.; *Lars Olsen Bustetun* and *Svend Tollefsson* are recommended; horses may be hired at Odde).

(4). From Odde to the \**Skjæggedalsfos*, or *Ringedalsfos*, 10-12 hrs., there and back. As in the case of the excursion to the *Vøringsfos*, the scenery on the route is very picturesque, and is almost as great an attraction as the fall itself. About one half of the excursion is performed by water, the remainder on foot, riding being impracticable. The actual walking takes about 5 hrs. only, but the path, though improved by the Turistforening, is at some places still very rough and steep. A guide (4 kr.) and a supply of provisions had better be taken from Odde. We row from Odde along the wild E. bank of the Sørfjord, passing a group of

rocks called '*Biskopen*, *Præsten*, og *Klokkeren*', and just beyond the mouth of the *Tyssaa*, which falls into the lake in a cascade framed with dark pines, we land at *Plads Tyssedal* ( $\frac{1}{2}$  Norw. M.; 1 hr.). The gaard of that name lies prettily on the hill, to the left. We now ascend through wood, enjoying beautiful retrospective views of the fjord and the Folgefond and its glaciers. The woods of the *Tyssedalsnut* (to the N.) and the *Thveitnut* (to the S.) still contain numerous bears, which, however, are very rarely seen in summer. After  $\frac{1}{4}$  hr. we pass a second fall of the beautiful clear green river, and in another  $\frac{1}{4}$  hr. a third. The path ascends steeply over '*Ur*' and roots of trees. In  $\frac{1}{2}$  hr. more we pass a small pasture on the left, where bilberries, the *Caluna vulgaris*, and other wild plants grow abundantly. We next reach ( $\frac{1}{4}$  hr.) a hay-hut, at the foot of the *Svelberg*, near which is a cavity in the rock used by the natives as a kind of kitchen. This is the highest point on the route, about 1800 ft. above the fjord. At a giddy depth, about 1000 ft. below us, flows the brawling stream in its rocky bed. The path next descends by a rude flight of steps, traversing the *Fladberg*, and skirting the stream, and in  $\frac{3}{4}$  hr. more reaches **Gaarden Skjæggedral** (about 2 hrs. from Tyssedal; beer, coffee, milk, and a bed of hay if necessary; good trout are sometimes to be had). On the left the *Mogelilos* descends from the *Mogelinut*, and on the right is the *Vasendfos*, the discharge of the *Ringedalsvand*. At the foot of the latter waterfall is the *Vetlevand* ('small lake'), which we cross by boat in a few minutes; and ascending thence for 8 min. more across the *Eid*, or neck of land separating the two lakes, we reach the extremely picturesque and exquisitely clear **Ringedalsvand** (about 1500 ft. above the sea), with the huge *Einsætfjeld* rising towards the S. (A high wind sometimes prevails here, while the fjord below is quite calm, in which case the night must be spent at the gaard, or the excursion must be renounced altogether. A second rower is desirable, but not always procurable; fee 1 kr. 80 ø.). This magnificent mountain-lake is  $\frac{3}{4}$  M. in length, and the row to its upper end takes nearly  $1\frac{1}{2}$  hr.; about halfway we enjoy a fine retrospective view of the huge snow-mantle of the Folgefond. (In crossing the Folgefond, when near the *Hundsør*, Prof. Forbes heard the roar of the Skjæggedalsfos in the distance.) On the left, farther on, the picturesque *Tysesstrenge* fall from a precipice nearly 1000 ft. high, uniting in one cascade about halfway down the face of the rock. Both in this fall and the Skjæggedalsfos beautiful rainbows are formed by the spray in sunny weather. (Good walkers, if time permits, should land at the foot of the *Tysesstrenge*, and ascend the very steep hill for 1 hr. to the foot of the higher fall, a magnificent point of view.) On landing at the upper end of the lake, we ascend past the lower fall in 20 min. to the foot of the upper fall of the stupendous \* **Skjæggedalsfos**, or properly *Ringedalsfos*, which descends in an

unbroken leap of 530 ft.; the volume of water is always considerable, but in the early summer, during the melting of the snow, the fall is overwhelmingly grand. (For the whole excursion, one of the finest in Norway, 8-10 hrs. from Tysseidal, or 10-12 hrs. from Odde should be allowed.)

From Eidfjord, as already mentioned, and from *Kinservik*, *Ullensvang*, *Espen*, and *Skjæggdal*, rough and fatiguing mountain-paths, rarely trodden except by reindeer-stalkers, cross the wild and desolate **Hardanger Vidde** to the *Hallingdalen* and to *Thelemarken* in 2-3 days. All the Thelemarken routes unite at the base of *Haarteigen* (5550 ft.), a mountain of truncated conical form (*Teig*, *Teigjen*, 'an allotment of land', 'a clearing'), where an excellent idea of the extremely bleak and dreary character of the Norwegian 'Høifjeld' scenery may be formed. On every side extends a lofty and sterile table-land, rarely relieved by mountain-summits, while the distant snow-mountains (*Gausta*, *Hardanger Jøkul*, and *Storfonn*) present a flat and shapeless appearance. Far and wide not a trace of human habitations, or even a valley suggestive of their existence, is to be seen. The angler, however, will be interested to hear that the numerous mountain-lakes teem with life (excellent 'Fjeldørreter' or mountain-trout), while the sportsman will often have an opportunity of shooting reindeer and wildfowl. The atmosphere on this mountain plateau, 3000-4000 ft. above the sea-level, is exceedingly clear and bracing, but mists and storms are of frequent occurrence. — Travellers or sportsmen traversing this region must spend one or more nights in a *sæter*, in a reindeer-stalker's hut, or in a still more wretched *Fælæger*, or shepherds' hut, no other shelter of any kind being procurable.

**ROUTES TO AND FROM THE HARDANGER FJORD.** As already mentioned, all ordinary travellers approach or quit the Hardanger Fjord by one of five different routes: —

1. **FROM ODDA TO THELEMARKEN** by a good carriage-road, and one day's journey by bridle-path (to Christiania 5-7 days; see R. 3).
2. **FROM EIDE TO GUDVANGEN**, carriage-road, and thence by steamboat to Lærdalsøren (to Christiania 6-8 days in all; see RR. 6, 4).
3. **FROM EIDE TO BOLSTADØREN** by road and steamer, and thence by steamer to Bergen (2-3 days in all; see R. 6).
4. **FROM ODDA TO STAVANGER** by steamboat, touching at intermediate stations (in 1½-2½ days; compare R. 11).
5. **FROM ODDA TO BERGEN** by steamboat, touching at intermediate stations (in 1-1½ days; compare R. 11).

We now take the last of these routes, returning by steamer to *Terøen* (p. 85), and steering thence towards the N.W. to *Bergen* (see below).

## 12. Bergen and Environs.

**Arrival.** The large sea-going steamers cast anchor in the harbour, whence passengers are conveyed ashore in small boats (20 ø. each person). The smaller vessels lay to at the *Holbergs Almending*. Porter (*Bærer*) to the principal hotels, 1½-1 kr. — Travellers leaving Bergen by steamboat should, if possible, secure berths by going on board in person several hours or the day before the vessel starts.

**Hotels.** \*HOLDT'S HOTEL, at the E. corner of the Plads in the street called Engen, nearly 1½ hr. from the steamboat-quay, R. 1½-2. B. 1½, D. 2½, L. and A. 1 kr. 20 ø.; baths in the house. SCANDINAVIE, well situated in the Plads called Klosteret, 20 min. from the quay; NORDSTJERNEN, Raadstue-Plads, near the Exchange, and 1½ hr. from the landing-place; these two are very fair hotels, but less pretending than Holdt's. — HANSEN, Hollænder-Gaden, adjoining the Korskirke; BRITANNIA and CAMPBELL'S, both in the Strandgade, immediately to the E. of the Nykirke; SMITH'S, Strandgaden, to the W. of the Nykirke; all second-class. FRU STUB'S HOTEL, Markeveien 12, is a so-called 'Bergensk Hotel', or second-class pension. — Lodgings at Leervig's and Stockfleth's in the Nykirke-Almending; another house opposite Stockfleth's. — The innkeepers supply wine and beer, but spirituous liquors must be purchased at a shop. — Restaurants at the hotels. — Madsen, confectioner. Torg-Almendingen.

**Carriages** to be had of *Heyer*, a 'Vognmand' in the Musægade. Bergen does not boast of a cab-stand.

**Boats**, here called *Flet* (*Fløtmann*, 'a boatman'), according to tariff (*Taxt*).

**Post Office**, Smaastrandgaden. **Telegraph Office** at the back of the Exchange, which faces the Torg.

**Shops.** \*Hammer, Strandgaden, Norwegian antiquities. Giertsen, Nygaard, and Floor, booksellers, all in the Strandgade; also Beyer, Kong Oscar's Gaden, opposite the Korskirke. Vedeler, Torvet, figures in Norwegian costumes. — Spirits and Liqueurs at the not very numerous shops belonging to the company which monopolises the trade in spirituous liquors. At some of the shops liquors are sold in bottles only, at others by the glass. The shopkeepers are the servants of the company, and derive no profit from the sale. After payment of a dividend of 5 per cent, the surplus profits are paid to the municipality. The 'permissive act' under which the company has bought up all the licenses to sell spirits, has been adopted by many other Norwegian towns and parishes, and is said to have produced most beneficial results.

**Banks.** Norges Bank, Credit-Kassen, and Privatbank, all in the Torg.

**Baths.** Warm, in the Sygehus and at Holdt's, both in the Eng. Seabaths at the Selyst, at Bontelabo, by the fortress; for gentlemen 7-9 and 3-8 o'clock; for ladies 10-2 o'clock.

Music in the Park on Sundays, 12-1; also near Christie's Statue.

**Consuls.** British, Mr. H. D. Janson, Strandgaden, S.W. side, a few doors S.E. from the Smørs-Almending. American, Mr. A. N. Gran. German, Hr. C. Mohr.

**English Church Service** in summer in the 'Gamle Musæum' school-house, on the N. side of the Lille Lungegaards-Vand, near the Park, and 5 min. from Holdt's Hotel.

**Points of Interest:** Walks on the Frederiksberg and Nordnæs to the W., and across the Torg to Bergenshus, to the N.; the Museum; walk outside Stadsporten.

**Bergen** (N. lat. 60° 23'), one of the oldest and most picturesque towns in Norway, with 39,281 inhab., lies on a hilly peninsula and isthmus bounded on the N. by the Vaag and the Byfjord, on the S.E. by the Lungegaards-Vand, and on the S.W. by the Puddefjord. In the background rise four mountains, about 2000 ft. in height, Blaamanden (*Fleifjeldet*) to the N.E., Ulriken to the S.E.,

and *Løvstaken* and *Lyderhorn* to the S.W.; but the citizens, on the analogy of the seven hills of Rome, enumerate seven (*Sandviksfjeldet*, *Fløifjeldet*, *Ulriken*, *Løvstaken*, *Damsgaardsfjeldet*, *Lyderhorn*, and the *Askøfjeld* in the island of *Askø* to the N.W.). The armorial bearings of the town also contain seven hills (formerly seven balls). The climate is exceedingly mild and humid, somewhat resembling that of the W. coast of Scotland; the frosts of winter are usually slight and of short duration, the thermometer very rarely falling below 15-20° Fahr., and the average rainfall is 72 inches (in the Nordfjord about 78 in., at Christiania 20 in. only). The mean temperature of the whole year is 45° Fahr. (Christiania, 41°), and that of July 58° (Christiania, 62°). Owing to the mildness of the climate the vegetation in the neighbourhood is unusually rich; flowers are abundant, while grain and fruit in ordinary seasons ripen fairly well. Like most of the Norwegian towns and villages, however, Bergen and its smiling environs are closely hedged in by sterile, rocky mountains. The town is rapidly extending to the S.E., towards the *Lille* and *Store Lunegårds Vand*, picturesque sheets of water, which, however, are apt to have an unpleasant stagnant smell in warm weather, especially at low tide. They are both connected with the sea, and each is crossed by a bridge at its outlet, the mouth of the latter being called *Stremmen*. The older and more interesting part of the town, which still bears traces of its antiquity, lies on the S. and E. sides of the *Vaag*, a bay of the *Byfjord*, and the chief harbour of the town.

The older part of the town, situated to the S.E. of the harbour, having been burned down in 1855, has been rebuilt in a handsome modern style, but the other quarters (*Kvartaler*) consist of closely built wooden houses painted white. Many of the houses are roofed with red tiles, which present a picturesque appearance. The streets running parallel with the harbour are called 'Gader', the lanes and passages 'Smug' or 'Smitter', and these are intersected at right angles by wide open spaces called 'Almendinger', destined chiefly to prevent the spreading of conflagrations. Notwithstanding this precaution, Bergen has been repeatedly destroyed by fire, as for example in 1702, the disaster of which year is described by *Peter Dass* in two pleasing poems ('Samlede Skrifter', i. 1874). A conduit now supplies the town with water from *Svartediket*, a lake on *Ulriken*, affording much greater facilities for extinguishing fires than formerly existed. It is from these open spaces only, and from the *Tydskebrygge*, that a view of the harbour is obtained, the greater part of its banks being occupied by warehouses (*Søboder*). — Persons in want of a boat hail one by shouting '*Flet*', to which the boatman usually replies, '*Ja vel, Mosjø*'. A trip towards the N.W. is described as *udover*, towards the *Tørv* at the head of the bay as *indover*, towards the N.E. side (*Fløifjeld*) as *opover*, and to the S.W. as *nedover*.

The inhabitants of Bergen, like the Hordlændinger and Vossinger, are more vivacious in temperament than those of other parts of Norway, and are noted for their sociability and light-heartedness. On holiday occasions their merry songs and lively chat testify to the buoyancy of their spirits, while at the same time they are a sober and frugal race. Waterproofs and umbrellas are quite as much in vogue here as in England, and they are certainly far more necessary. — Most of the better-educated inhabitants speak English or German, or both these languages.

Bergen (from *Bjørgvin*, ‘pasture near the mountains’) was founded by King Olaf Kyrre in 1070-75 on the site of the old royal residence of *Aalrekstad*, at the E. end of the present harbour, which at that period ran inland as far as the Cathedral. The town must soon have become an important place, as the greatest battles in the civil wars of the subsequent centuries were fought in its neighbourhood. In 1135 Magnus Sigurdsson was taken prisoner here and deprived of his sight by *Harald Gille*, who in his turn was slain by *Sigurd Slembedegn* the following year. In 1154 Harald’s son *Sigurd Mund* was killed by the followers of his brother *Inge* on the quay of Bergen. In 1181 a naval battle took place near the Nordnæs between kings Magnus and Sverre; and in 1188 the *Kuvlunger* and *Øskjegger* were defeated by Sverre at the naval battle of *Florvaag* (near the Askø). Ten years later, during the so-called ‘Bergen summer’ the rival parties of the *Birkebeiner* and the *Bagler* fought against each other in the town and neighbourhood. In 1223 a national diet was held at Bergen, at which Haakon Haakonson’s title to the crown was recognised (a scene dramatised in *Ibsen’s Kongsemnerne*, Act i.). During his reign Bergen was the largest and busiest town in Norway, and boasted of no fewer than thirty churches and monasteries, and of many handsome buildings, of which but few traces now remain. For its subsequent commercial prosperity the town was indebted to the Hanseatic League, which established a factory here about the middle of the 15th century. From the *Comptoir* of the factory the German merchants were known as *Kontorske*, and the nickname of *Garper* (probably from *garpa*, ‘to talk loudly’) was also applied to them. These settlers having obtained various privileges from the Danish government, gradually succeeded in monopolising the whole trade of northern and western Norway, and in excluding the English, Scotch, and Dutch traders, and even the Norwegians themselves, from all participation in their traffic. Down to the beginning of the 17th cent. Bergen was a much more important commercial place than Copenhagen, and even at the beginning of the 19th cent. it was more populous than Christiania. (At the present day Christiania carries on 32 per cent of the whole trade of Norway, while Bergen’s proportion is 16 per cent only.)

These foreign monopolists, however, after having wielded their

authority with great oppressiveness for upwards of a century, were successfully opposed by *Christopher Valkendorf* in 1559, after which their power gradually declined. Their 'Comptoir' continued to exist for two centuries more, but at length in 1763 the last remnant of their property was sold to a native of Norway.

Among the natives of Bergen who have attained celebrity may be mentioned *Ludvig Holberg*, the traveller, social reformer, and poet (d. 1754), *Johan Welhaven*, the poet (d. 1873), *J. C. Dahl*, the painter (d. 1857), and *Ole Bull*, the musician.

Fish has always been the staple commodity of Bergen, which is the greatest fish-mart in Norway. The Hanseatic merchants compelled all the northern fishermen and traders to send their fish to Bergen, and down to the present day the trade still flows mainly through its old channels. In May and June occurs the first *Nordfar-Stævne* ('arrival of northern seafarers'), when the fishermen of the N. coasts arrive here with their deeply laden *Jægter*, vessels which still retain the shape of the ancient dragon-ships of the Vikings. Their cargoes consist chiefly of train-oil (manufactured from the liver of the cod or the torsk, and either 'blank', i. e. colourless, 'brun-blank', or 'brun') and roe (*Rogn*); and in July and August (the second 'Stævne'), they bring supplies of 'Klipfisk' and other kinds of fish. (Comp. p. 226; see also *O. N. Løberg's 'Norges Fiskerier'*; *Christiania*, 1864; pp. 135, 139, et seq.) Bergen also possesses a considerable mercantile fleet, including several steamers trading with New York, and the largest shipbuilding yards in Norway (as that of *Brunchorst & Deekes* on the Puddefjord; *Braadbænken*, by the Tydskebrygge; another at Laksevaag; and a *Mekanisk Værksted* or engine-factory on the Solheimsvik).

**PUBLIC BUILDINGS.** The most interesting are the **Kongshall** and \***Valkendorf's Taarn** near **Bergenhus**. (Permission to be obtained from the commandant; fee to the soldier who acts as a guide,  $\frac{1}{2}$ -1 kr.). The historically interesting hall, erected in the 13th cent., and once a royal banquet-room, is now sadly disfigured, the portal and the windows alone being to some extent preserved. Its restoration, however, is projected. **Valkendorf's Tower**, also known as the *Rosenkrantz Tower*, originally built by Haakon Haakonsen in the 13th cent., was enlarged by Rosenkrantz in 1565, and restored in 1848. The name includes two towers, of which the older is on the S. side. The interior, which contains several handsome chimney-pieces, is now used as an *Arsenal* (interesting flags). The gallery at the top commands an excellent survey of the harbour and the town. The parapet bears the inscription: 'Patientia fertilis arbor'. — The adjoining fortress of **Bergenhus** now contains the *House of Correction* ('*Slaveriet*'), to the N. of which is the ancient \**Sverresborg*, now converted into a pleasant promenade.

Off the fortress of **Bergenhus** a naval battle took place in 1865 be-

tween an English fleet of fourteen frigates, commanded by *Admiral Thomas Tiddiman*, and a Dutch mercantile fleet of sixty Fast Indianmen, under the command of *Admiral van Bitter*. The Dutch vessels had sought refuge under the guns of the fortress, the Danish commandant of which, *Gen. Cicignon*, without special instructions, took the part of the Hollanders. The English vessels were ranged in a semicircle extending from Bergenhus to Nordnæs, while the Dutch lay between Braadbenken and the Nykirke. After a contest of three hours, during which several cannon-balls (now gilded) struck Walkendorf's Tower, the Cathedral, and the Stadport, the united Dutch and Danish arms were victorious, and the British fleet was compelled to retreat with a loss of 900 killed and wounded.

On the hill on the opposite side of the harbour rises *Fort Frederiksberg*, now a *Brandvagt* or fire-station, adjoining which is the *Observatory*. On this hill there are also several excellent points of view, one of the finest being the neighbouring *Forskjennelse*, between the *Nykirke-Almending* and the *Holbergs-Almending*. The latter 'Plads' derives its name from Ludvig Holberg, who was born in a house here (now demolished) in 1684. (See *Prutz*, 'Ludwig Holberg, sein Leben und seine Schriften', Stuttgart, 1857).

**CHURCHES.** Bergen is said to have once boasted of no fewer than 32 churches, the largest of which were the *Christkirke*, in which Haakon Haakonsen (1264) and other Norwegian kings are interred, the *Apostelkirke*, an imitation of the *Sainte Chapelle* at Paris, *St. Olaf's*, *St. Nicholas's*, and *St. Columbus's*. It also possessed several monasteries, including that of *Munkliv* on the Nordnæs, the foundations of which were recently discovered in the Plads called *Klosteret*, but are not now visible. None of these buildings, however, now exist, and there are four or five churches only worthy of notice. The *St. Maria Kirke*, or *Tydsk Kirke*, to the E. of Bergenhus, built in the 12th cent. and extended in the 13th, has a Romanesque nave, a Gothic choir, and two modern towers, and contains an interesting pulpit and altar. For a long period the services in this church were conducted in German exclusively, afterwards in German and Danish alternately, and now in Danish alone. Several of the interesting *Tombstones* bear German names, some of which date from the first forty years of the present century. When the *Kuvlunger* were dispersed by King Sverre in 1188, *Jon Kuvlung*, their chief, was slain, and his remains were buried in this church. In 1206 the *Birkebeiner* (*Haakon Jarl* and *Peter Steyper*) signally defeated the *Bagler* (*Philip Jarl* and *Erling Steinvæg*) on the ground between this church and that of St. Lawrence, a little to the N., and a number of the latter were also interred here.

The **Cathedral**, or *St. Olaf i Vaagbunden* ('at the head of the creek'), originally a monastery-church, erected in 1248, was rebuilt in 1537 and restored in 1870. The interior, consisting of a nave with a single S. aisle, contains nothing worthy of notice. The Gothic windows and the portal in the lower story of the tower are interesting. The font consists of a basin inserted in a laurel-

wreath borne by an angel suspended from the ceiling. — Near the Cathedral are the *Kathedral-Skole*, or *Latin-Skole*, the *Søfarendes-Fattighus* (sailors' hospital), and the *Spetal*, or *St. Jørgen's Hospital*, for the reception of 'Spedalske' or lepers.

The **Korskirke**, or *Church of the Cross*, in the Hollændergade, where *Nils Klim*, famous for his 'Subterranean Journey', was once sacristan, is uninteresting. — In the neighbourhood are the streets of the *Skomagere*, *Skinnere*, *Bagere*, *Guldsmede*, and *Barberer*, deriving their names from the 'fif Amtcn' or five handicrafts of the German artizans once settled here. The great fire of 1855 extended as far as this point. — The **Nykirke** on the Nordnæs is a plain edifice, but the Roman Catholic **St. Paulskirke** is worthy of notice.

At the head (S.E. end) of the harbour, lies the *Torv*, or Market Place, adjoined on the N. by the *Vitterlevs-Almending*, and on the S. by the *Torve-Almending*. In the former is situated the new *Covered Market*, usually known as the *Basar*, a handsome edifice in brick and stone, completed in 1877. From this point a winding road ascends to the spurs of the *Floifjeld*, or we may proceed to the left through the *Øvre Gade* to the *Mariækirke*. In the opposite direction is the **Torve-Almending**, ascending to the S., and containing the handsomest modern buildings in the city, including the Exchange, the principal banks, and some of the best shops. At the top of the hill rises the *Statue of Christie*, the president of the first Norwegian Storthing, which concluded the convention with Sweden in 1814. The statue is by *Borck*. The right hand holds a scroll bearing the words, 'Norge Riges Grundlov' ('fundamental law of the Kingdom of Norway'). At the S. end of the *Plads* is the *Town Library*. — From the *Torv*, at the head of the harbour, projects a pier called *Triangelen* from its shape, at which the fishermen of the neighbourhood, called *Striler*, and said to be of Scotch origin, usually land their fish. The \**Fish Market* held here is very interesting, especially on Wednesdays and Saturdays, from 8 to 10 o'clock.

To the N. of the *Torv*, on the N.W. side of the harbour, extends \***Tydskebryggen**, or the *German Quay*, bordered with a long series of warehouses, painted white, with large windows. In front of each rises a wooden *Vippebom*, or crane of simple and primitive construction, used in unloading the fish brought to Bergen by the Northmen's smacks. The Tydskebrygge, the ancient Hanseatic quarter, assumed its present form after the fire of 1702. Here resided the clerks of the Hanseatic merchants of Bremen, Lübeck, and other towns belonging to the League. Owing probably to the jealousy subsisting between the rival nations, these clerks were forbidden to marry. There were sixteen different gaards, named as follows (reckoned from the *Torv*): *Finnegaarden*, *Dramshusen*, *Bratten*, *Leppen*, *Rævelsgaarden*, *Solegaarden*, *Kappen*, *Kjælderen*

(which contained the old Exchange), and the *Holmedals*, *Jacobs*, *Svends*, *Enhørnings*, *Breds*, *Bue*, *Engel*, *Søster*, and *Guldsho Gaarde*. Each gaard was subdivided into *Stuer*, or suites of apartments, belonging to different proprietors, who met on certain occasions in their *Skyttningsstue*, or council-room. A chamber of this kind is still preserved in the Dramhus. In the *Klever*, or small rooms on the second or third floor, were lodged the servants of the establishment. *Yngvar Nielsen*, in his history of Bergen (*Christiania*, 1877), points out that the *Skyttningsstue* and the whole arrangement of these gaards are of genuine old Norwegian origin, and were not imported from Germany as might have been supposed. Each gaard is presided over by a *Bygherre*, and as in ancient times the modern merchants usually have a clerk and one or more servants resident here.

On the peninsula of *Nordnæs*, extending from the Torve-Almending to the N.W., lies the greater part of the town, the principal street in which is the long and busy *Strandgade*. In the *Muralmending* is an old building called *Muren* ('the wall'), with a passage through it. One of the finest views in Bergen is obtained from the Frederiksberg (see above), the highest part of the *Nordnæs*. At the S.E. end of the *Nordnæs*, and a little to the W. of the Torve-Almending, lies *Engen* (formerly *Jonsvold*), the largest 'Plads' in the town, where the *Theatre* (W. angle) and the *Picture Gallery* of the *Kunstforening* (near the E. corner) are situated. The latter (adm. 20 ø.) chiefly contains modern works, including a number by *Tidemand*, *Bodom*, and *Eckersberg*. Among the older are: *Mary, Princess of England*, by *Van Dyck*; an *Entombment*, by *T. Mengs*; and the *Rügianer* seeking to purchase their liberty from the *Holsteiners*, a drawing by *Carstens* (1779).

The \***Museum**, a handsome building completed in 1865, on the *Sydnæshoug*, a hill rising to the S. of *Engen*, contains several valuable collections. It is reached either by following *Olaf Kyrré's Gaden*, which passes on the left the large and handsome building of the *Arbeider-Forening* (artizans' club), and then turning to the left into *Christie's Gaden*; or by the latter street, which passes the small *Park* on the N.W. side of the *Lille Lungegaards-Vand* and the tastefully built *Roman Catholic Church* on the left. The Museum is open to the public on Mondays, Wednesdays, and Fridays, 11-1 o'clock; on Sundays 11.30 to 1.30 and (in summer) 4-6; at other times admission 25 ø. each person (antiquarian catalogue 50, zoological 25 ø.). On the ground-floor is the *Library* (Tues., Thurs., Sat., 11-1).

In the entrance-hall, to the right, are two carved wooden Church-portals from Sognedal, probably 16th cent., and several Runic monuments. The *Antiquarian Collection* (good catalogue by *Lorange*), on the ground-floor, consists chiefly of tankards, and carved cabinets, wardrobes, and beds, including a handsome bedstead of the 17th cent., probably of Dutch workmanship, and a curious writing-desk of the same period. — The *Ethnographical Collection* comprises china, drinking-horns, guns, early

frescoes, well-preserved ecclesiastical vessels, fonts in soapstone, and a fine altar-piece in carved oak with wings, probably Cologne workmanship of the beginning of the 16th cent.; also implements of the flint and early iron periods.

The *Natural History Collection* (first floor) comprises an interesting and very complete set of specimens of Norwegian fish and marine animals (several fine seals and walruses, curious sun-fish, etc.), all of which are labelled with the Norwegian and the Latin names.

**WALKS.** The most extensive view of the town and environs is obtained from the *Fløifjeld* (820 ft.), to the N.E. of the harbour, which derives its name from the iron vane ('*Fløyen*') at the top. A road to it ascends at the back of the Mariækirke, and another from the Vitterlevs-Almending (p. 107). — An interesting walk may be taken to the N. of that church, passing to the E. of the Sverresborg, to *Skuderviken*, and along the coast to *Sandviken* and *Storemelle*. We may return thence by ascending the bank of the *Mulelv*, which issues from the *Skradderdal*, as far as *Smaamøllen*, and crossing the hill by a road which passes the *Rothoug* and descends to the harbour by St. Mary's Church. A number of pleasant villas are passed, and a fine view obtained of the *Skjærgård* ('belt of islands', of which the *Askø* is the most important) and of the mountains to the S. of Bergen. At the end of the Rothoug is the cavern ('*Hulet*') through which Nils Klim in Holberg's romance descended to the nether regions.

A very favourite walk is from the Cathedral by Kong Oscar's Gaden, past the pretty *Cemetery of St. Jacob*, which contains a monument to Christie, to the *Stadsport*, where the municipal archives are preserved. To the right, farther on, is the finely situated *Cemetery*, whence we obtain a beautiful view of *Ulriken*, *Løvstaken*, and other hills rising beyond the *Store Lungegaards-Vand*. To the left, at the base of the *Fløifjeld*, amid rich vegetation, are a number of pleasant villas. We next observe the public promenade called *Forskjønnelsen*, and on the right the *Pleiestiftelse* for lepers and *Lungegaards Hospital*. About 10 min. walk from the *Stadsport* is *Kalfaret* ('Calvary'; connected with which there was formerly a 'Jerusalem' and a 'Nobiskrug'). The road in a straight direction leads to *Fløen* and *Møllendal*. That ascending to the left leads into the *Kalvedal* (refreshments). Farther on, about  $\frac{1}{4}$  M. from the gate, is \**Svartediket*, formerly called *Aalrekstadvand*, a lake enclosed by barren rocks, whence Bergen is supplied with water. The *Ulrik* is a very conspicuous object from this point. The scene here is so bleak that it is difficult to believe that we are almost within a stone's throw of rich vegetation. We may now follow the road leading past the lake into the *Isdal*, a genuine specimen of Norwegian mountain-scenery, and return to Bergen over the *Borgerskar*. — Instead of ascending the *Isdal*, we may cross the outlet of the lake, proceed to the right to *Mollen*, and descend by a beautiful shady road to the *Store Lungegaards-Vand* (formerly *Aalrekstadsvaag*), whence a road

leads back to Kalfaret, while another leads to the S. round this picturesque sheet of water to the *Nyguardsbro*, the bridge crossing the *Store Strøm*. This 'stream' connects the Lungegaards-Vand with the *Solheimsvik* (and the *Puddefjord*), and the tide which flows in and out serves as a motive power for several mills, which are thus always kept going except at high and at low water. A pleasant avenue called the *Nyguards-Allee* (planted in 1750) leads from the *Nyguardsbro* past the Museum into the town.

A short excursion may be taken from *Nøstet*, to the W. of Engen, by a small steamer which starts from the landing-place here every  $\frac{1}{4}$  hr., across the *Puddefjord* to *Laksevaag*, with its considerable shipbuilding-yards and dry docks. We may then walk to the pretty *Gravdal* at the foot of the *Lyderhorn* (1350 ft.), which may easily be ascended from this point, or to the E. along the bank of the fjord, passing pleasant villas, to *Solheimsviken*, with its extensive *Mekanisk Værksted*, and to the *Nyguardsbro*.

A pleasant trip by boat may also be taken on the *Lille* and the *Store Lungegaards-Vand* (see above), which are connected by the channel called *Lille Strømmen*. Boats may be hired on the former sheet of water, by the Park.

**EXCURSIONS.** Although several interesting excursions may be taken in the neighbourhood of Bergen, the traveller will employ his time better in exploring the far finer scenery of the Hardanger or the Sognefjord, and he is therefore recommended not to extend his walks or drives beyond the immediate environs of the town. An afternoon may be pleasantly spent in driving to *Fjøsanger* on the *Nordaasvand*, and back by *Houkeland* and *Fantoft* (fine view from the *Lyksalighedshoug*), 3 hrs. in all. — Or from *Fjøsanger* the high road may be followed to *Hop*, with its interesting marble-quarries, and *Midtunbro*, whence we may return by the *Gamle Postvei* ('old road') to *Fløen* on the Lungegaards-Vand (4-5 hrs.).

Three roads diverge from *Midtunbro*: one to the S.W. to *Fane* on the *Fanefjord*,  $1\frac{1}{2}$  M. from Bergen; another to the S. to *Os* ( $2\frac{3}{4}$  M. from Bergen) on the *Bjørnefjord* (Hardanger); and the third to the N.E. to *Garnæs* ( $2\frac{5}{8}$  M. from Bergen; post-route to *Vossevangen*; see p. 62). About 1 M. short of *Os* a road diverges to the ruins of the *Lysekloster*. On the neighbouring *Lysø* is a villa of Ole Bull.

### 13. From Bergen to Molde by Steamer.

STEAMBOAT 5-6 times weekly in 30-40 hrs., usually touching at *Florøen*, *Moldøen*, and *Aalesund*. Distances in sea-miles from Bergen: to *Florøen* 20 M., *Moldøen* 27 M., *Aalesund* 42 M., *Molde* 51 M. (cabin fare 40 ø. per mile, steerage 25 ø.). Voyage chiefly within islands, except for two or three hours when off the Statt, between *Moldøen* and *Aalesund*. There is also a steamer weekly from Bergen to the *Søndfjord*, and there are six monthly to the *Nordfjord*. — If time permits, the voyage from Bergen to *Vadheim* on the *Sognefjord*, or to *Førde* on the *Førdefjord*,

and thence by the inland route to Molde (see R. 14) is far preferable to the direct steamboat-voyage.

Most of the coasting voyages in S. Norway are uninteresting, but from Stavanger northwards their attraction gradually increases. Between Stavanger and Bergen there are several fine points of view, particularly at the mouth of the Hardanger Fjord (R. 11). Between Bergen and Molde the most interesting points are the mountain called *Hornelen* (or *Smalsarhorn*), the promontory of *Statt*, and the entrance to the beautiful Molde-Fjord with a view of the Romsdals-Fjord in the distance. The grander northern scenery between Throndhjem and the N. Cape is described in RR. 22, 23. — The traveller who dislikes a long, and at places often very rough, sea-voyage should select the interesting Vadheim and Hellesylt route, as above mentioned; or he may join the same route by proceeding from Bergen by steamer to *Sveen* on the Dalsfjord (once weekly in 13 hrs.), or to *Førde* on the Førdefjord (once weekly, by the same steamboat, in 22 hrs.). Or, lastly, he may take one of the Molde steamers as far as *Moldeén* or *Sæternæs* (in 15-18 hrs.), and make his way thence to Bryggen, Aahjem, and Aalesund by small boat, by land, and by steamboat (comp. Excursions from Aalesund, in the present Route). Any one of these routes is more attractive than the direct voyage, the finest scenery being, as we have repeatedly observed, generally to be found in the inner recesses of the fjords, and not at their mouths.

: Special Map: '*Kart over Nordre Bergenhus-Amt, iii. (N.W. Blad)*'.

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The coasting steamers skirt the districts of *Nord-Hordland* and *Sønd-Hordland*, which together constitute the ancient *Hørda fylke*. Beyond the mouth of the Sognefjord they pass the *Søndfjord*, comprising the *Dalsfjord* and the *Førdefjord*, and the *Nordfjord*, extending as far as the promontory of *Statt*, after which they reach the *Søndmøre* and *Romsdal* districts. As the greater part of the population is to be found in the principal valleys in E. Norway, where communication with other parts of the country is easy, so on the W. coast the banks of the larger fjords are generally well-peopled, while the inland districts are sterile and almost uninhabited.

11 M. *Skjergehavn*, the first station of any importance to the N. of Bergen, lies on one of the islands forming the uninteresting 'Skjægaard', a little to the S. of the Sognefjord. We next pass the entrance to that fjord, which shows no sign here of the magnificent scenery of its inner ramifications. The shapeless mountains have all been worn down by glacier-action, and most of them are entirely barren. To the N. of the Sognefjord the steamer crosses the *Aasfjord*, and then the *Dalsfjord*, at the entrance to which is the *Præste* station. Some of the vessels do not touch at *Præste*, but steer towards the W. to *Væra*, from which a visit may be paid

to the interesting island of *Alden* (1550 ft. in height), which is known as the '*Norske Hest*'. The proprietor of the island who lives on the W. side, possesses upwards of 1000 sheep. He and his two '*Husmand*', who live on the E. side, spend the whole year in the island. Near the highest part of the island is an inland lake.

On leaving *Præstø* the steamer traverses the *Granesund* (with the *Atleø* on the left) and the *Stangfjord*, passes *Stavnæs*, the westernmost promontory of Norway, and reaches the *Stavfjord*, which forms the entrance to the *Førdefjord*.

The steamer that touches at *Værø* skirts the E. side of the island of *Alden* and steers thence to the *Stavfjord*.

The \**Dalsfjord* runs inland to a distance of  $4\frac{1}{2}$  M.; at the entrance rises the massive *Atleø* (upwards of 2000 ft. in height). The steamer plying on this fjord passes *Straumsnes* and *Dale* ("Inn), which lies on the S. side, about halfway up the fjord. Above Dale rise the *Dalshest* (2365 ft.) and the dome-shaped *Kringlen* (2468 ft.). Farther on are the *Lekelandshest*, behind which rises the flat and generally snow-clad *Bleien* ('mantle'; 4400 ft.), and the imposing *Kvamshest* (4120 ft.). The last steamboat-station on the fjord is *Sveen*, near the E. end, from which a hilly road leads to (1 M.) *Langeland* and (1 M.) *Førde* (p. 123). About  $\frac{1}{8}$  M. beyond *Sveen* is *Osen*, whence a road leads to (1 M.) *Sande* (p. 122). From *Sande* the traveller may continue to ascend the valley towards the E. and proceed past the *Viksvand* and the *Haukedalswand* to *Mjell* in the upper *Haukedal* (quarters for the night), whence a mountain-path leads to the *Svære-fjord*, a branch of the *Sognefjord* (a day's walk; comp. p. 65).

The \**Førdefjord*, 5 M. in length, though less striking than the *Dalsfjord*, also abounds in bold mountain-scenery. The most important place is *Naustdal* on the N. bank, whence we may proceed to *Streme* on the *Hyenfjord* (*Nordfjord*, p. 113) in one day by following the *Naustdal* as far as *Aamot*, and then the *Hydal*; passing the *Rambergervand* (1510 ft.), and finally descending the *Ömmedal* to the *Hyenfjord*. At the end of the fjord rises the majestic *Kvamshest*, at the foot of which lies *Førde* ("Inn), mentioned at p. 123.

The *Dalsfjord* and *Førdefjord* are embraced in the name *Søndfjord* (as distinguished from the fjords further to the N. comprised in the name *Nordfjord*), and are traversed once weekly by a steamboat from *Bergen* (Wednesdays, at midnight). This steamer, however, goes considerably beyond the limits of the *Søndfjord*. After leaving *Førde* it proceeds to *Florøen*, *Bryggen*, on the *Nordfjord*, near its mouth, *Moldøy* (or *Sæternæs*), and *Selø*, on the *Utsvaag* (with the ruined convent of *St. Alban*, founded in the 12th cent.; see below), where the traveller who dreads the open sea-voyage round the *Statt* may disembark in order to cross the *Mandseid* from *Hove* to (3/4 M.) *Aahjem*, from which he may proceed to *Aalesund* by the small local steamer (Wed., 6 a.m., and Frid., 10 a.m.). The *Søndfjord* steamer takes 34 hrs. to reach *Selø* (departing thence for *Bergen* on Fridays at 10 a.m.).

20 M. *Florøen* (*Inn*), an island about halfway between the *Søndfjord* and *Nordfjord*, is an important station, being touched at by the direct steamers to and from *Molde* and *Throndhjem* four times weekly each way, and also by the *Søndfjord* (once weekly each way) and *Nordfjord* steamers (six times monthly each way). This station, which has rapidly assumed the dimensions of a small town (490 inhab.), forms the E. focus of the traffic of the *Nordals*, *Eike*, and *Hødal* fjords, and partly owes its prosperity to its former success in the herring-fishery. On a solitary rocky islet to the W. of *Florøen* is the *Stabbensfyr* (lighthouse), the communication between

which and Fløe is often interrupted for many days at a time, on which occasions the watchmen are sometimes left dependent on showers of rain for a supply of water.

The coasting steamers, which now run between the mainland and the belt of islands consisting of the *Skorpsø*, the *Batalde*, and the *Hævdø* (or *Aralde*), next touch either at *Kalvaag* on the *Frøsø* or at *Kjelkenæs* on the large island of *Bremangerlund*, which lies at the mouth of the Nordfjord. At the E. end of the island is the perpendicular and apparently overhanging \**Hornelen* (2470 ft.), rising immediately from the water. An attendant of Olaf Trygvesson (end of the 10th cent.) is said once to have attempted to scale this mountain and to have been rescued by the king himself from imminent peril. On the W. side of Hornelen is the lake *Berlepol*, on the E. side the rocky island of *Marsø*. The steamer then traverses the often very rapid *Skatestrom*, the *Nordfjord*, and the *Vaagsfjord*, and stops at the station of (27 M.) **Moldø**, or the opposite village of *Sæternæs*, on the *Vaugse*.

Like Fløe, this is an important station, being touched at both by the Molde and Throndhjem steamers and by those plying on the Søndfjord and Nordfjord. From Moldø or Sæternæs a visit may be paid to the picturesque *Nordfjord*.

The \**Nordfjord*, extending to the E. of Moldø for nearly 8 M., is one of the finest fjords in Norway, the innermost arms being especially picturesque (comp. p. 125). A steamer from Bergen plies on this fjord six times monthly (leaving Bergen on Tuesdays and alternate Fridays). The first station on the N. bank is *Bryggen*, from which a road crosses the lofty *Maurstadeid* (2080 ft.) to (1½ M.) *Aahjem* on the *Vanelusfjord*. A little beyond Bryggen, on the S. bank, is *Daviken*, where *Claus Frimann*, the poet (d. 1829), once lived. On the N. side, to the E. of Daviken, diverges the *Eidsfjord*, running towards the E., with *Naustdal* on its N. bank, and *Nordfjordeid* at its head (both steamboat-stations). From Naustdal, which must not be confounded with the place of that name on the Førdefjord (p. 112), a road leads N. to (25½ M.) *Kile* (p. 114). The geological prolongation of this arm of the fjord is the *Hornindalsvand*, separated from it by the *Nordfjordeid*, a lake 2 M. in length, 185 ft. above the level of the sea, and 1490 ft. in depth, at the E. end of which lies *Hornindal* (or *Grodaas*) on the road between Faleide and Helleyslt (p. 126). The central part of the Nordfjord is now called the *Isefjord* and *Hundviksfjord*, from which to the S.W., diverges the *Aalfotenfjord* and beyond it the grand \**Hyenfjord*, at the entrance to which rise two imposing mountains, the *Hyen* or *Skæringen* on the W., and the *Eikeneshest* on the E., each about 4000 ft. in height. This fjord deserves a visit, and good quarters are obtainable at *Strøme* at its upper end. The extensive snow-fields and glaciers on the E. and W. sides of the fjord have hitherto been almost entirely unexplored.

From Strøme to Naustdal on the Førdefjord, see p. 112.

A little beyond the Hyenfjord, to the S.E., diverges the *Gloppenfjord*, at the head of which lies *Sandene*, charmingly situated. A road leads thence past the *Eidsfoss*, and up the river which forms that waterfall and intersects the 'Eid', to (1½ M.) *Vasenden* ('end of the lake'), lying at the N.W. end of the \**Bredheimsvand* (or *Breumsvand*, probably from *Bre* and *Heim*, 'home of glaciers'), a beautiful lake, 1½ M. in length, and 200 ft. above the sea. The huge mountains enclosing it are *Kjeipen* (4120 ft.) and *Eggenipen* (2060 ft.) on the E., and the *Skjorta* (4120 ft.) on the W. side. From Vasenden we may row either to *Red* on the E. bank (in 1 hr.) or to *Førde* at the S. end (in 3 hrs.). Comp. p. 124.

The upper part of the Nordfjord (Udvik, Faleide, Visnæs) is described in R. 14. — The whole of the fjord, together with the Søndfjord, formerly constituted the *Firdafylke*.

Beyond Molde the Søndfjord and Nordfjord steamers touch at *Osmundsvaag*, on the mainland, and the *Selø* (or *Selje*), the birth-place of *Claus Frimunn*, the poet (p. 113), and once the residence of the bishops of the Gulathing. It contains the ruins of a *Monastery of St. Alban* (12th cent.) and the shrine of *Sunniva*, an Irish saint, and afterwards the patroness of Bergen, in the cathedral of which her remains were once preserved in a richly decorated reliquary on the high altar. (From her is derived the common Norwegian baptismal name of *Synneve*.) On the mainland, near the *Selø*, is the church of *Hove*, at the foot of the narrow and lofty *Mundseid*, the isthmus which connects the peninsula of *Stattland* with the mainland. A subterranean canal through the *Mandseid* is projected, in order that vessels may thereby avoid the circuitous and often stormy passage round the *Statt*. At the head of a small bay of the *Ulfsvaag*, about  $\frac{1}{2}$  M. from the *Selø*, lies *Eide*, whence a road crosses the *Mandseid* to ( $\frac{1}{2}$  M.) *Aahjem* (see below).

After leaving Moldø or Sæternæs, the Molde and Throndhjem steamers steer to the N., cross the *Ulfsvaag*, and stand out to the open sea, rounding the peninsula of *\*Stattland*, the exposed coast of which is often visited by tremendous storms. (The natives declare that the breakers here are sometimes 20 fathoms in height!) This peninsula separates *Vestenfjeldske* from *Nordenfjeldske* Norway, and at the same time the ancient *Firdafylke* (Søndfjord and Nordfjord) from the districts of *Søndmøre*. — To the N.E. of the *Statt* lies the *Sandsø*, containing the famous *\*Dolstens Cavern*, about 200 ft. above the sea. The cavern consists of a lofty outer chamber and another within it, which is said to contain a subterranean lake. The inner chamber (torches necessary) has never been thoroughly explored.

Beyond the promontory of *Statt* the larger steamers cross the *Vanelvsgab*, pass *Sundshavn* on the *Sandsø*, and touch at *Herø*, where their course is again sheltered by islands. They then skirt the large island of *Hudreidlund*, passing *Ulfsten* on the right, cross the unprotected mouth of the *Bredsund*, and soon reach *Aalesund*.

The smaller steamers take a longer, but more interesting route. They steer from the promontory of *Statt* to the E., passing to the S. of the *Sandsø*, and touch at *Larsnes*, on the S.W. coast of the large *Gurskø*; then, farther to the E., at *Volden* ( $\frac{1}{2}$  M. from the *\*Rødsæt Station*), beautifully situated in a fertile district, and the most important place in the S. part of the *Søndmøre* district.

From *Volden* or *Rødsæt* the traveller may proceed to the S. by boat to *Kite* in about 2 hrs., and thence by the road to ( $2\frac{1}{2}$  M.) *Naustdal* on the *Eidsfjord* (an arm of the Nordfjord, p. 113); or he may drive to the N. to ( $3\frac{1}{4}$  M.) *Ørsten*, and thence to the E. to ( $2\frac{1}{2}$  M.) *Sæbø* on the strikingly picturesque *Hjærendfjord* (p. 117). Or we may row up the picturesque *Austefjord* in 3 hrs. to *Førde*, at its S.W. end, and drive to the

Skydsstation *Kaldvatn* (p. 124). Thence we may either walk across the *Kviven* to *Grodaas* in the Hornindal, to the S. (p. 126), or drive by a good road to *Bjerke* on the Hjørrendfjord, to the E. (p. 117). — Travellers proceeding to the S. may take the Aalesund steamboat from Volden to *Aahjem* (to the W. of Statt), and drive thence across the Maurstadeid to *Bruggen* on the Nordfjord (p. 113). The passage round the Statt, which is often rough, is thus avoided.

Leaving Volden, the steamer passes the *Liadalshorn* on the right, traverses the *Vartdalsfjord* and the *Bredsund*, and stops at —

42 M. **Aalesund** (*Hôtel Scundinavie*, S., R., and B. 5 kr.; *Schjelderup's Hotel*), a thriving commercial town with 5807 inhab., founded in 1824, and picturesquely situated, partly on the mainland, and partly on islands which protect its harbour. The neighbouring fishings of *Storeggen*, to the W., are in great repute, even attracting fishermen from Sweden. The town forms the capital of the *Stor/jord*, the numerous arms of which all unite here, and is also the great mart of the torsk fishery. The fish are caught in large and coarse nets, about 7 ft. in width, with green glass buoys attached to them. A breakwater affords additional protection to the harbour. The principal part of the town lies on the *Ørø*, and the church is in *Helvigen*. The *Godø* and the *Valderø* are each provided with a lighthouse. The *Aalesundsaaxel*, a hill surmounted with a vane ('*Floie*'), commands a good survey of the town. The well-constructed reservoirs which supply the town with water are situated here. — A walk may be taken to the E. to the church of *Borgund* (which of course must not be confounded with Borgund in the Lærdal, p. 44). — Farther distant, to the S., is the old castle of *Hrolf Gangr*, the ancient conqueror of Normandy. — A good road leads from Aalesund to (57/8 M.) *Vestnæs* on the Molde-Fjord via (31/2 M.) *Søholt* (comp. p. 129).

The large steamers run from Aalesund to Molde in 4-5 hrs., without stopping. The small local steamer which plies between Aalesund, Molde, and Veblungsnae twice weekly (starting on Sundays and Thursdays at 7 a.m.) touches at *Østnæs*, *Hildre*, *Drønnen*, and *Gjelsten* (on the Tombrefjord), and reaches Molde in 6 hrs. (p. 129). — Instead, however, of proceeding to Molde direct, the traveller is strongly recommended to take the following circuit of 3-5 days, which may also be taken in the reverse direction.

#### From Aalesund to Hellesylt by Ørstenvig and Øie.

(*Hjørrendfjord* and *Norangs fjord*. *Nebbedal*.)

This beautiful route, part of which is by water and part by land, traverses the district of *Søndmøre*. If the traveller, after arriving by this route at Hellesylt, proceeds to visit the Geiranger Fjord and ascends from Merok to Stavbrekkene, he will then have seen some of the grandest and most interesting scenery in the whole of Norway. The district of *Søndmøre*, with its fjords and snow-mountains, comprises all the characteristic features of the country, the pictur-

esque, the sublime, and the severe, while the inhabitants ('*Møringer*'), many of whom are prosperous and wealthy, are still noted for their primitive honesty and simplicity. — On the route from Ørstenvig to the Nebbedal there are as yet no 'fast' stations, so that the traveller must either send 'Forbud', or run the risk of waiting several hours for horses at the end of each stage. If possible, therefore, horses should be engaged for the whole journey from Ørstenvig to Sæbø (or Riise), without stopping at Brautesæt, the intermediate station. A supply of provisions for the journey should be procured at Ørstenvig.

*Strom's 'Søndmøres Beskrivelse'* (1762-66), a copy of which the stationmaster at Brautesæt possesses, though an old work, is recommended to the notice of the traveller as containing the best existing description of this most attractive district. Another interesting work is *Peder Fylling's 'Folksagn fra Søndmøre'* (2 vols.; Aalesund, 1874-77).

**STEAMBOAT TO ØRSTENVIG.** A steamer usually leaves Aalesund twice weekly (Mondays at midnight, Thursdays at 10 a.m.) for Aahjem (on the Vanely), in the Stattland, touching at several stations on the way, including Ørstenvig and Volden, places with a considerable and thriving population. The vessel first steers across the exposed *Bredsund* or *Breisund*. To the N. lies the *Valderø*, to the W. the *Godø*, and to the E. the *Hesø* with the pointed *Sukkertop* ('sugar-loaf'). It then traverses the *Brandalsfjord* to the *Hadreidland*, with the *Hadreid-Kirke*, an island with mountains nearly 4000 ft. in height, and crosses thence to *Søre Vartdal*, on the *Vartdalsfjord*. Imposing mountain scenery. Ancient coast-levels and terraces of detritus, interesting to geologists, are frequently observed. We next pass the *Liadalshorn*, rising on the mainland to the E., and enter the *Ørstafjord*, at the head of which we stop at the station of *Ørstenvig* (\**Svendsen's Inn*), magnificently situated at the base of the *Saudehorn* (or *Vikskaala*, 4320 ft.), and affording a view of the picturesque mountains farther inland. Both this station and the following, *Volden*,  $\frac{3}{4}$  M. to the S., reached either by road or by steamboat from Ørstenvig, are recommended as headquarters for excursions in the neighbourhood. The valleys are clothed with rich vegetation.

**ROAD TO SÆBØ (2 $\frac{1}{8}$  M.).** From Ørstenvig we now drive through the beautiful *Ørstadal* or *Aamdal*, passing the church of Ørstenvig, and traversing a smiling district commanded by a noble background of mountains. By *Gaarden Aam* a road diverges to the left to *Standal* on the *Hjørndefjord*, 2 M. from Ørstenvig, but for the last  $\frac{3}{4}$  M. is not practicable for driving.

From *Standal* on the *Hjørndefjord* to *Sæbø*  $\frac{3}{4}$  M.; steamer fortnightly. Opposite *Standal* rises the *Molaup*. According to tradition, there once dwelt in the '*Trolgjet Molaup*' a giantess ('*Gygre*'), who was wooed by a giant ('*Jutul*') dwelling in the *Raamandsgjel* to the S. of *Sæbø*. One day she paid him a visit by boat, but found him in so weakly a condition that she spat at him in disgust and thus converted him into stone. On her way back she was overtaken by a storm, and sprang out of the boat between the gaards of *Næs* and *Molaup* with such violence that her foot-

print ('*Gygrelefet*') is still to be seen on the spot. With her other foot she pushed off the boat so vigorously that it dashed across the fjord, made a deep indentation in the mountain by *Gaarden Stavset*, and then sank. It still lies there in the form of the *Stavsetflu*, a rock where the best fishing in the Hjørrendfjord is obtained.

Our road to Sæbø next crosses the *Folstuddal* and ascends an ancient moraine. To the S. towers the majestic *Snetind*.

$\frac{3}{4}$  M. **Brautesæt** (primitive station; walls adorned with German prints). We next pass the school-house, and then, on the right, the *Vuttnevand*. On the other side of the valley lies *Gaarden Hougen*, near which mussel-pears are frequently found in the Aamdalselfv. The road gradually ascends to a height of 900 ft., passing the entrance to the *Bjordal* on the right, through which a path leads to the Austefjord. From the top of the hill and on our descent to Sæbø we enjoy a superb \*\*VIEW of the Hjørrendfjord mountains, the most conspicuous of which are the *Suksa* and the *Ringdals* and *Urkedals-Tinder*, all about 4800 ft. in height. From a lower point the conical *Slogen* (5200 ft.) and the still higher *Smørskredsfjeld* are also visible. The *Bonddal*, which we now descend, contains several farms. On the left the valley is bounded by the *Stokkehorn*, the *Grøtdalstinder*, the *Lilledalshorn*, and the *Sæbøaxla*; on the right by the *Ausæthorn*, the *Storehorn* (4485 ft.), the *Lillehorn*, and the *Lilleskaardalstinder*, which somewhat resemble the *Trolltinder* in the Romsdal. On the right, between these mountains, lie the *Stedal* and *Kristadal*.

$1\frac{3}{8}$  M. **Riise** (a fair station, kept by the Lensmand),  $2\frac{1}{8}$  M. from Ørstenvig, is about 10 min. drive from Sæbø, with its old church, situated on the Hjørrendfjord.

Sæbø forms the best starting-point for a visit to the magnificent \*Hjørrendfjord, which the Norwegians themselves usually consider the finest of all their fjords. From its entrance, about 2 M. to the S.E. of Aalesund, it extends towards the S.E. to *Bjerke*, a distance of  $3\frac{1}{2}$  M., and is bounded by huge rocky precipices and wild mountain-slopes, above which peep a number of snow-clad summits. Here, as in other parts of Søndmøre, the flattened mountains so characteristic of Norway are replaced by bold and picturesquely formed peaks, separated from each other by profound ravines and sharply defined indentations, reminding the traveller of the dolomite mountains in the Tyrol. The fjord, as usual, is really a long, narrow valley filled with water. Nearly opposite Sæbø is the entrance to the \*\*Norangsfjord, the only bay of the Hjørrendfjord on the E. side, and the finest part of it. A scene from this fjord by *Frich* is one of the pictures with which Oscars-hall is embellished (p. 10). On the right side of the Norangsfjord rise the *Stolbjerg* (4490 ft.) and the *Jakta* (5240 ft.), on the left the *Leknæsnakken* and *Slogen*, and at the head of the fjord lies a glacier. On the S. bank of the Norangsfjord also rises the *Sailen* or *Sudlen* (3415 ft.). — Above Sæbø and the Norangsfjord

the Hjørendfjord becomes narrower and wilder, being a huge ravine bounded by almost perpendicular mountains nearly 5000 ft. in height. Above *Bjerke*, at the S. end, rise the *Kolsenæshorn* and the *Tyssa*. From *Bjerke*, which lies several hundred feet above the fjord, the traveller may pay a visit to the *Tyssefos*, and drive across the *Bueid* (430 ft.) to *Kaldvatn*, and thence over the *Kviven* to Hornindal (p. 126). An interesting trip by boat may also be taken to the *Raamandsgjøl* with the *Raamand* rising to the S. of *Hustadsnæset*.

FROM *SÆBØ* TO *ØIE* ( $\frac{7}{8}$  M.). A boat for the trip should be ordered beforehand at the boat-station, which is 20 min. walk from *Riise* (two rowers necessary). Crossing the Hjørendfjord, and looking back, we observe on the W. bank *Gaarden Skor* and the fine waterfall of that name. At the entrance to the magnificent Norangsfjord, on the left, lies *Gaarden Leknæs*. This bay, which, as well as that of *Sæbø*, is frozen over in winter, while the main fjord continues navigable throughout the year, resembles a large and sequestered Alpine lake. On the left, beyond *Leknæs*, opens the *Urkedal*, with several gaards situated on an ancient tidal terrace, and traversed by a path to *Stranden (Slyngstad)* on the Storfjord (p. 128). On the right, at the base of the lofty and menacing *Stolbjerg*, is *Stennæs*, with its two gaards, the cattle belonging to which are pastured far above, at the foot of the *Flogja* (or *Flau*, Swiss *Flue*, 'rock'). Farther on is the *Elgenaafos*.

*Øie*, at the head of the Norangsfjord, is a poor station. A road now leads inland to the *Stuvberg-Sætre*, beyond which there is a bridle-path only. It is, therefore, usual to ride from *Øie* all the way to the *Sunely*. Saddles have been provided by the *Turistforening* for the use of travellers. If 'Forbud' has not been sent to *Øie*, travellers must be prepared to wait several hours for horses, as in summer the men and horses are engaged in the fields, while the women are often in the pastures with their cattle, leaving their children at home alone. The traveller is often expected to fasten his own baggage to the 'Hest'; and as a diminutive urchin of ten years is often the only attendant, the hirer will generally prefer to walk and allow the child to ride.

There are two gaards at *Øie*, one to the left, belonging to four different families, and another to the right, with eight proprietors, all of whom gain their livelihood by cattle-breeding. Some of the interesting houses have the old-fashioned *Ljor*, or aperture for smoke in the roof. To facilitate the carrying of pails the peasantry here use a '*Hisse*', or leathern strap over the shoulders, with a transverse piece of wood across the chest, from which the pails ('*Dail*') are suspended.

FROM *ØIE* TO *HELLESYLT* ( $2\frac{3}{4}$  M.). Leaving *Øie*, we ascend the strikingly wild and picturesque \*\*Norangsdal, which forms the prolongation of the fjord. The road ascends gradually to an

upper plateau of the valley with a series of lakes, immediately beyond which the Nebbedal descends to the E., the highest ground between the two valleys being about 940 ft. above the sea-level. A little way from Øie the road crosses a 'Bælte', or rising neck of land, and enters a broad basin, once occupied by a lake, now containing the hamlet of *Skylstad*, from whose inhabitants the sun is shut out during the greater part of the year.

A fatiguing path leads hence across *Skylstadbrekken* (2575 ft.), between *Slogen* and *Smørskredfjeldet*, to the N.E. to *Stranden* on the Sunelv (p. 128), and thence to the N.W., via *Gaarden Brunstad* to *Søkelven* (p. 128). Imposing scenery.

The valley is bounded on the S. by the *Konnehorn* (4200 ft.), the *Nonshorn*, and the *Middagshorn* (4450 ft.), and on the N. by the *Smørskredfjeld*, culminating in the *Skriven* (5280 ft.), and by the *Slogen* (5210 ft.). The road now quits the inhabited part of the valley and ascends through a stony wilderness (*Ur*), traditionally said to be a haunt of robbers, under which several mountain-torrents disappear. The Norangsdalselv is crossed twice. By the second bridge the scenery is singularly impressive. The mountains rise perpendicularly from the valley, and avalanches which have descended from them cover the river at places, forming bridges of snow. Above us rises the precipitous *Staven* (4960 ft.), under the shade of whose rocks the cattle seek refuge from the midday heat. Farther on, the valley suddenly expands, and we reach the *Stavbergsvand*, which we pass on the N. side. At its E. end are three sæters (*Stavberg-Sætre*), where cream may be obtained (*Rømme*, 'cream'; *Kolle*, the round wooden vessels in which the milk is kept). This lake is the first of a series of five, situated one above the other, which the road passes. The *Uravand*, the *Hjuvvand*, and the *Hjølstrevand* are the following lakes. The road terminates at the sæters, and the bridle-path now skirts the hill to the S., while the river is often lost to view among the rocks and ceases even to be audible. The last lake but one loses most of its water in dry seasons, when it is reduced to a single pool near its outlet.

$1\frac{1}{4}$  M. + *Fibelstad-Hougen* (poor quarters, civil people), a gaard 1210 ft. above the sea, lies in the upper part of the \**Nebbedal*, which gradually descends hence to the road to Hellesylt. The station is surrounded by most imposing mountains. To the S. rise the *Møraftasnibba* ('afternoon peak'; *Mørafta* being a form of *Midasten*), the *Istenibba* (isle, or vesle, 'small'), and the huge *Kvitegg* ('white ridge'; 5590 ft.). To the N. is the *Fibelstadinibba*, with its abrupt wall of rock, and to the W., beyond the Skar, towers the *Smørskredfjeld*. From the *Kvitegg* descend immense glaciers, the birch-woods below which are still infested with bears.

Leaving *Fibelstad-Hougen*, so called to distinguish it from *Indre Hougen* on the road to *Grodaas* (p. 126), we observe to the left, beyond the *Fibelstadinibba*, the *Sætredal* and *Tryggstad-Nak-*

*ken*, and to the right the *Blaafjeld*. The Nebbedal, with its pastures sprinkled with birches, presents a pleasant enough appearance in summer, but is described by *M. Thoresen* in her village-tales as a most dismal and dangerous place in winter and spring, when avalanches are frequently precipitated into it. About  $\frac{1}{2}$  M. from Hougen we reach **Tryggestad** on the Hellesylt road, whence a retrospective view is obtained of the double-peaked Fibelstadb-nibba. From this point a good road descends to (1 M.) *Hellesylt* (see p. 127).

From *Hellesylt* to *Molde*, see R. 14.

#### 14. Overland Route from Bergen to Molde.

##### Vadheim, Førde, Faleide, Hellesylt, Søholt.

STEAMBOAT from *Bergen* to *Vadheim* (19 sea-miles) 4 times weekly in 7-10 hrs. — ROAD from *Vadheim* to *Førde i Bredheim* 8 M. — BOAT from *Førde* to *Red*  $1\frac{1}{4}$  M. (a row of  $2\frac{1}{4}$  hrs.). — ROAD from *Red* to *Udvik*, over a very steep and high hill,  $1\frac{1}{2}$  M. — BOAT from *Udvik* to *Faleide* 1 M. (a row of 2 hrs.). — ROAD from *Faleide* to *Hellesylt* 4 M. — STEAMBOAT from *Hellesylt* twice weekly to *Søholt* (8 sea-miles) in  $9\frac{1}{2}$  hrs. — ROAD from *Søholt* to *Vestnæs*  $2\frac{3}{8}$  M. — STEAMBOAT from *Vestnæs* to *Molde* (nearly 2 sea-miles) twice weekly (or by small boat in 2 hrs.).

As the scenery between *Vadheim* and *Førde* on the *Førdefjord* is of little interest, while the *Dalsfjord* and the *Førdefjord* are well worth seeing, the traveller may prefer, if the *Søndfjord* steamboat suits, to travel by it as far as *Sveen* on the *Dalsfjord* (13 hrs.), or to *Førde* on the *Førdefjord* (22 hrs.), and begin his overland journey from one of these points. The *Søndfjord* steamer usually leaves *Bergen* on Wednesdays at midnight. — The distance from *Sveen* (slow station) to *Førde* by road, via *Langeland*, is 2 M. only.

Travellers by this route from *Bergen* to *Molde* should bear in mind that most of the stations are 'slow', and that many of them afford neither food nor quarters for the night. It is therefore essential to the success of the journey that a plan should be carefully laid down beforehand, and that *Forbud* should be sent to those of the stations where detentions would otherwise occur. It need hardly be said that a week or a fortnight might very pleasantly be devoted to this route and the excursions which may be made from it, but 4-5 days only are allowed for it by most travellers. The journey should, if possible, be so planned that *Hellesylt* is reached in time for the steamboat to *Merok* (at present Wednesdays, 5 a.m., and Saturdays, 4.45 p.m.). In the reverse direction passengers by Tuesday's steamer from *Aalesund* or *Søholt* pass the night at *Hellesylt*, take the steamer early next morning to *Merok*, and order a small boat to await their return at the mouth of the *Geiranger Fjord* about 7.30 a.m., thus regaining *Hellesylt* about 9 o'clock. Passengers by Saturday's steamer from *Aalesund* or *Søholt* are conveyed into the *Geiranger Fjord* the same evening, spend the night at *Merok*, and take the steamer on Sunday morning to *Hellesylt*. — Those who can devote 10-12 days or more to this route should make *Faleide*, or better, *Visnæs* or *Oldsæren* their headquarters for the three magnificent mountain-excursions mentioned below, and *Hellesylt* their starting-point for a visit to the *Norangsfiord* (see R. 13) and the mountain-pass at the head of the *Geiranger Fjord*. The tour thus extended will then embrace far more of Norway's sublimest scenery than could be seen in any other part of the country in the same time.

PLAN OF EXCURSION. This route may easily be accomplished by a good walker in five or six days, if he so times his departure from *Bergen* as to catch the steamer from *Hellesylt* to *Merok*. The following outlines

may be useful for ordinary travellers with luggage, and especially if ladies are of the party, but they may be modified at pleasure, and they are of course dependent on the steamboat time-tables, with reference to which they are framed. Comp. *Communicationer*.

*Five Days (via Vadheim).* 1st. On Saturday from Bergen by steamer to Vadheim, and drive to *Nedre-Vasenden*. 2nd. Sunday at *Nedre-Vasenden*. (Or on Saturday to *Sande* only, and on Sunday to *Nedre-Vasenden*.) 3rd. On Monday to *Udvik*. 4th. On Tuesday to *Hellesylt*. 5th. On Wednesday by steamer via *Merok* to *Søholt*, drive to *Vestnæs*, and cross by boat to *Molde* (or by steamer from *Hellesylt* to *Aalesund*). — Or: — 1st. On Wednesday (Bergen being left at 2 a.m.) to *Nedre-Vasenden*. 2nd. On Thursday to *Udvik*. 3rd. On Friday to *Grodaas* or *Hellesylt*. 4th. On Saturday to *Merok*. 5th. On Sunday to *Aalesund* or *Molde*. (Or spend Sunday at *Søholt*, and drive early next morning to *Vestnæs* in time for the steamer to *Molde* at 11 a.m.)

*Seven Days (via Vadheim).* 1st. On Monday morning by steamer from Bergen to *Vadheim*, and drive to *Sande*. 2nd. On Tuesday to *Nedre-Vasenden*. 3rd. On Wednesday to *Udvik*. 4th. On Thursday to *Grodaas*. 5th. On Friday to *Hellesylt*. 6th. On Saturday to *Merok*. 7th. On Sunday to *Aalesund* or *Molde*. (Or spend Sunday at *Søholt*, as above suggested.)

*Four Days (via Sveen on the Dalsfjord).* 1st. On Wednesday at midnight from Bergen to *Sveen*, and drive on Thursday to *Nedre-Vasenden*. 2nd. On Friday to *Faleide*. 3rd. On Saturday to *Hellesylt* and *Merok*. 4th. On Sunday to *Aalesund* or *Molde*. (Or spend Sunday at *Søholt*, as above) — Or: — On Wednesday night by the same steamer to *Førde*. 2nd. To *Udvik*. 3rd. To *Merok*. 4th. To *Aalesund* or *Molde*.

[In the reverse direction: 1. On Monday from Molde to *Søholt*. 2. On Tuesday to *Hellesylt*. 3. On Wednesday visit Geiranger Fjord by steamer; return part of the way by rowing-boat to *Hellesylt*, and proceed to *Udvik*. 4. On Thursday to *Nedre-Vasenden*. 5. On Friday to *Sveen*. 6. On Saturday by steamer to Bergen. (Or on Friday to *Førde*, and thence by the evening steamer to Bergen. Or on Friday to *Sande*, and on Saturday to *Vadheim*, and thence by steamer to *Lerdalsøren*; or from *Vadheim* to Bergen by steamer on Sunday or Monday.) — Or: — 1. On Friday to *Søholt*. 2. On Saturday to *Hellesylt*. 3. On Sunday to *Merok*, *Hellesylt*, and *Udvik*. 4. On Monday to *Førde*. 5. On Tuesday to *Vadheim* and thence by steamer to Bergen. (Or spend Sunday at *Hellesylt*, and proceed to *Vadheim* in time either for the Wednesday steamer to *Lerdal*, or for the Friday steamer to *Bergen*.)]

**FORBUD** should be sent by travellers who desire to avoid long delays at miserable stations to all the *slow* stations on the route, which may be done by post-cards addressed to each 'Skydsskaffer', stating the day and hour of the traveller's expected arrival. Unless much pressed for time (as on the four days' route), the traveller will, however, find the following arrangement suitable: *1st.* Send **Forbud** from Bergen a day or two in advance to all the slow stations on the first day's journey except the place where the night is spent. *2ndly.* Order horses in good time for next day, and send **Forbud** the same evening or very early next morning to all the slow stations as far as *Udvik*. *3rdly.* Send **Forbud** from *Faleide* (at least a couple of hours before starting) to *Kjos* and *Grodaas*.

In the reverse direction: *1st.* Send **Forbud** from *Molde* to *Vestnæs*. *2ndly.* From *Hellesylt* to *Grodaas* and *Kjos*. *3rdly.* From *Udvik* at a very early hour to *Ardal* and intervening stations. *4thly* (if time is limited). From *Nedre-Vasenden* or from *Førde* to *Langeland* and *Sande*, or to *Langeland* only if the steamer is to be taken at *Sveen*.

On very hilly routes like the present the traveller will find it prudent, with a view to avoid miscalculations and disappointment, to allow 2 hrs. for each Norwegian mile of driving; and for rowing he should allow 2-1/2 hrs. for each mile.

**CHARGES:** At the slow stations 94 ø. per mile for horse and Stol-kjærre; for **Forbud** 80 ø. per mile and 14 ø. to each station-master for 'Tilsigelse'. At the fast stations 1 kr. 60 ø. per horse per mile. Rowers 94 ø. each per mile. The only **FAST STATIONS** are the first *Førde*, *Faleide*,

*Indre Høyen*, and *Kjelstadlid*; also *Søholt* and *Ellingsgaard*. The only GOOD INNS are at *Sande* (also at *Sveen*), *Førde* on the *Førdefjord*, *Nedre-Vasenden*, *Udvik*, *Faleide*, *Grodaas*, *Hellesylt*, *Mevok*, and *Søholt*.

The 'overland route' from Bergen to Molde (or to Aalesund), a considerable part of which, however, is by water, is far preferable to the direct steamboat-voyage. It passes some of the grandest and wildest glacier and fjord scenery in Norway, all of which lies so near the road that it is easily surveyed from the traveller's Stolkjærre or boat. Until recently the roads were so bad and the stations so miserable that this magnificent region was comparatively unknown, but the facilities for traversing it are now so improved that the journey presents no difficulty or privation worthy of mention, and is frequently undertaken by ladies. Between Vadheim (or Sveen, or Førde) and the Nordfjord the road skirts the W. side of the imposing mountains which are covered by the immense Jostedalsbræ, the largest glacier in Norway, whence a number of offshoots descend to the vicinity of dark green fjords and lakes. Beyond the Nordfjord the route traverses the spurs of the Langfjeld, a group of mountains deeply indented with picturesque sheets of water, including the Geiranger Fjord and the Hjørendifjord with the Norangsfjord, a bay of the latter. The finest points on or near the route are the *Jelstervund*; the *Bredheimswand*; *Faleide*, with the three valleys to the E.; the *Nebbedal*, with its prolongation the *Norangsdal* and *Norangsfjord*, which may be visited from *Hellesylt* (comp. R. 13); the *Geiranger Fjord* and the mountain-pass and waterfalls at its head.

VIA THE SØNDFJORD. The traveller may perhaps find it more convenient to take the steamer from Bergen, as above suggested, either to *Sveen* (Inn) on the *Dalsfjord*, or to *Førde* (\*Inn) on the *Førdefjord* (see R. 13). In the former case, Forbud had better be sent from Bergen at least as far as Sveen and (1 M.) Langeland; in the latter case that precaution need not be taken until Førde is reached. In both cases, however, Forbud should be sent from Førde onwards as far as Red or Moldestad. This Førde on the fjord of that name must be carefully distinguished from Førde on the Bredheimswand (4½ M. to the N.E.; p. 124).

VIA VADHEIM. Steamboat from Bergen to Vadheim on the Sognefjord, see p. 66.

**Vadheim** (*Inn*, close to the pier, very tolerable) is prettily situated at the head of a northern bay of the Sognefjord. To the W. is a waterfall with a manufactory. Several valleys converge here, the most important being that to the N., forming a continuation of the fjord, and through which our route leads. The road ascends gradually past two lakes, passes over a considerable hill, crosses the *Gula* or *Holmedalselv*, and reaches —

1¾ M. **Sande** (\*Siverson's *Inn*, comfortable and reasonable) in the *Indre Holmedal*, with a church and several thriving gaards, pleasantly situated. The river and the *Viksvand*, a little to the

E., afford tolerable trout-fishing. The road descending the valley leads to (1 M.) *Osen* on the *Dalsfjord* (p. 112).

Our road, soon after leaving Sande, quits the Gula and ascends to the right. This stage and the next are very hilly, and not particularly interesting. The finest feature in the landscape is the majestic *Kvamshest* (p. 112), which rises to the left (W.).

1 M. (pay for  $1\frac{1}{4}$ ) *Langeland*, where no accommodation of any kind is to be had, lies at the S. end of a lake about  $\frac{3}{8}$  M. in length, the hilly W. bank of which our road traverses, while the road to (1 M.) *Sveen* (p. 112) diverges to the left and then descends rapidly to the *Dalsfjord*. A little beyond Langeland our route reaches its highest point (about 1000 ft.) and descends steeply thence towards the *Ferdefjord* with its imposing mountains, of which it commands a fine view.

1 M. *Ferde* (\**Inn*) is picturesquely situated at the head of the fjord of that name, about 25 min. walk from the steamboat-pier. The smiling valley is well cultivated at places. On the opposite side of the river rises the church of the parish. — The next stage is comparatively level. The road traverses a pleasant valley and passes the *Movand*, beyond which, to the right of the road (E.) is seen the picturesque *Mofos* or *Hulefos*. At the end of the lake we pass the *Gaard Mo*, where the scenery begins to assume a more severe character, and then enter a wooded tract.

$1\frac{3}{4}$  M. *Nedre-Vasenden* (\**Station*, primitive, but very fair), the 'lower end of the water', is beautifully situated at the W. end of the \**Jelstervand*, a lake 2 M. in length, deservedly famed for its grandeur. Several glaciers descend to it from the Jostedalsbrae on the E. side, the finest being the \**Glacier of Lunde*, which is best seen from the church of Aalhus (see below). The lake and the stream flowing out of it contain excellent trout. For the journey between Nedre-Vasenden and Udvik a supply of provisions had better be taken. — The two next stages may be performed by boat, which, if the traveller is anxious to avoid detention, may be previously ordered by Forbud from Bergen. This, however, is unnecessary if the night is spent here, in which case Forbud should be sent very early next day to all the stations as far as Red. — The road, which is new and level for the next 2 M., follows the N. bank of the lake, which is sprinkled with pleasant-looking gaards, and is well cultivated at places. About halfway along the lake we pass on the left the hamlet and church of *Aalhus*, where the glacier of Lunde on the opposite bank of the lake becomes more conspicuous. A little farther on we reach —

$1\frac{3}{8}$  M. *Ardal*, a very poor place, commanding a fine view of the lake and the opposite mountains. The next stage, like the last, is nearly level, the road having recently been reconstructed. A boat may be taken from Ardal to Skei for the sake of variety, unless the traveller has already ordered horses by Forbud. The

road continues to follow the N. bank of the lake, passing the hamlet of *Helgheim*, a little beyond which it reaches —

$\frac{3}{4}$  M. *Øvre Vasenden*, or *Skei*, the 'upper end of the water', another very poor place, at the E. end of the *Jelstervand*. — The road now becomes more hilly, and enters a strikingly grand and picturesque valley, flanked by enormous and nearly perpendicular cliffs, and strewn with huge blocks of rock. The whole of the land-route from *Skei* to *Hellesylt* is well worthy of the notice of pedestrians.

$\frac{3}{4}$  M. *Førde*, a poor hamlet, lies near the S. end of the \**Bredheimsvand*, or *Breumsvand* (200 ft.; comp. p. 113), a magnificent lake about  $1\frac{1}{2}$  M. in length, enclosed by imposing mountains, one of the most conspicuous of which is the *Skjorta* (4120 ft.) on the left. — A little beyond *Førde* the road terminates, and we embark in a rowing-boat, in which we skirt the E. bank of the lake. About halfway, on the right, we pass a group of huts on the brink of the lake, where a halt for a bathe and luncheon may conveniently be made. After a row of  $2\text{--}2\frac{1}{2}$  hrs. in all, we reach —

$1\frac{1}{8}$  M. *Red*, a hamlet picturesquely situated on the E. bank, near the church of *Bredheim*. Horses are frequently engaged here for the whole journey to *Udvik*, in order to save the trouble of changing again at *Moldestad*, and this may also be done by *Forbud*.

From *Red* the traveller may row to *Vasenden*, the N.W. 'end of the lake', and drive thence to ( $\frac{1}{2}$  M.) *Sandene* ('Inn'), from which a steamer goes to *Udvik* on Wednesdays at 3.30 a.m., and to *Bergen* on Wednesdays at 5.30 p.m., and on alternate Sundays at 8.30 p.m. (comp. p. 113).

From *Red* the road gradually ascends a picturesque valley to —

$\frac{1}{2}$  M. *Moldestad*, a group of farms about 500 ft. above the lake, with a fine mountain-background. Between *Moldestad* and *Udvik* a very steep hill, about 2000 ft. in height, is crossed by the road, and most travellers will prefer walking the greater part of the way (not quite 1 M.). The pony-carts usually take about 3 hrs. to cross the hill, while a good walker will easily cross it in 2 hrs.; but those who walk should insist on being preceded by the carts and their attendants, who, if left to themselves, are apt to be unconscionably slow. As we approach the top of the hill, about 1300 ft. above *Moldestad* and 2000 ft. above *Udvik*, we obtain a most striking \*\*VIEW of the glaciers of the *Jostedalsbra* to the right, and of snow-mountains in every direction. Far below lies the small *Gausemyrvand*. The road now descends rapidly to —

1 M. (pay for  $1\frac{1}{4}$ ) *Udvik* (\**Hammer's Inn*), prettily situated on the S. bank of the *Nordfjord*. Travellers proceeding to the S. should take provisions for the journey to *Nedre-Vasenden*.

STEAMBOAT from *Udvik* to *Faleide* and *Visnæs*, at present Wednesdays, 6 a.m., and alternate Saturdays, 7.30 p.m.; leaving *Visnæs* on Wednesdays at p.m., and alternate Sundays at 4 p.m., and touching at *Faleide*  $1\frac{1}{2}$  hr. later.

If the steamboat does not suit, we now row from *Udvik*, passing the church and hamlet of *Invik* in a bay to the right, to —

1 M.  $\frac{1}{4}$  M. **Faleide** (\**Tenden's Inn*, often crowded in summer; *Sven* is a good guide to the valleys towards the E.), pleasantly situated on the N. bank of the fjord, and a good starting-point for several very fine excursions. If the inn is full, the traveller may proceed to *Visnæs* (Inn),  $\frac{1}{2}$  M. farther up, and the last steamboat-station; or, better, row across the fjord direct to ( $1\frac{1}{4}$  M.) **Oldøren**, a favourite resort of anglers, where good quarters are obtainable.

**EXCURSIONS.** From **Oldøren**, situated in the S.E. bay of the head of the Nordfjord, the following excursions, two of the grandest in Norway, are most conveniently made (each about 10-12 hrs.; guide 4 kr.).

(1). Crossing the 'Eid' to the N.E. of Oldøren, we reach *Sande* on the *Loensvand*, a lake about 1 M. in length, forming a basin of the \***Lodal**, which we ascend by boat. From *Næs* we ascend the *Næsdal* to the \**Næsdalsbræ*, an offshoot of the Jostedalsbræ. Farther to the E., in the *Bødal*, lies the *Bødalsbræ*, which may also be visited. To the N.E. of these two glaciers towers the huge *Lodalskaupe* (6600 ft.; *Kaupe* or *Kaabe*, 'cape', 'mantle'), which may be ascended from the *Bødal* (about 12 hrs. there and back; the previous night being spent in the *Bødals-Sæter*).

(2). Another and still grander excursion is to the \*\***Oldental**, to the S. of Oldøren. A carriage-road leads from Oldøren to ( $1\frac{1}{2}$  M.) the *Oldevand*, a lake nearly 1 M. long. At a gaard here we obtain a boat ( $\frac{1}{2}$  kr.; the guide acts as one rower; a second rower 2 kr.) to convey us to the S.E. end of the lake (in 2 hrs.), on the way to which we enjoy a striking view of the \**Cæcilienkrone* (6690 ft.), the *Synsnipa* (6180 ft.), and lastly of the \***Glacier of Melkevold**, with several waterfalls. In the middle of the lake there is a strong current where vigorous rowing is necessary. Landing at the head of the lake, we walk to the *Gaard Melkevold*, pass the glacier of *Aabrekke* on the left, cross a bridge, and ascend to *Gaarden Brigsdal*, the name of which is sometimes applied to the whole valley. The path then ascends to the \***Glacier of Brigsdal** (2-3 hrs. from the lake), part of the route being steep and fatiguing. The mountain and glacier scenery of this valley and of the Lodal are perhaps unsurpassed in Norway. — The inhabitants of the Brigsdal are primitive, and their dwellings dirty. Their usual greeting is, '*Signe Mødet*', i. e. '*Gud velsigne vort Møde*' ('God bless our meeting').

**FROM FALEIDE TO JOSTEDAL.** This very grand, but rough and fatiguing mountain and glacier-route takes two or three days (guide 24 kr. or more; a supply of provisions should be taken from Faleide or Visnæs), but an excursion may be made from Faleide, or better from Visnæs, to the Glacier of Greidung and back in one day. The starting-point is *Visnæs* or *Tønning* (Inn), about an hour's row ( $\frac{1}{2}$  hr. by steamboat) from Faleide, whence

a rough road leads to ( $1\frac{1}{2}$  M.) the \**Opstryn-Vand*, a boat on which takes us in  $2\frac{1}{2}$  hrs. to the ( $1\frac{1}{4}$  M.) **Gaard Greidung**. From this point to the \**Greidungsbrae* is a walk of  $1\frac{1}{2}$  hr. more. — Travellers bound for the Jostedal spend the night at the *Greidungs-Sæter*, and ascend to the glacier by a very rugged path past the Skaarene. The passage of the glacier itself is free from danger. The route passes to the S. of the majestic *Lodulskuape*, and descends to the *Faubergstøl* in the *Jostedal* (12-14 hrs.), from which the *Præste-gaard* of Jostedal is reached in 4-5 hrs. more (comp. p. 55).

From *Gaarden Grof*, near Greidung, a bridle-path ascends the *Sundal* and crosses the mountains to *Grjottid* on the *Ottaelv* in the Gudbrandsdal (p. 156). Another and finer pass crosses from Merok (see below) to Grjottid. Each of these routes takes about 12 hrs.

**FROM FALEIDE TO HELLESYLT (4 M.).** The road ascends in zigzags over the lofty hill at the back (N.) of Faleide, commanding fine retrospective views, and then descends to the *Hornindals-Vand* (p. 113), at the S.E. angle of which we reach —

$1\frac{1}{8}$  M. (pay for  $1\frac{1}{2}$ ) *Kjos*. The next stage, from Kjos to Grodaas, also a very hilly one, may be performed by water as quickly as by the road. (A boat or horses should be ordered by Forbud from Faleide.) The road crosses a picturesque wooded hill, affording glimpses of the lake at intervals, to the station of —

$1\frac{1}{2}$  M. (pay for  $3\frac{3}{4}$ ) **Grodaas** (\**Nurelsaker's Inn*; *Ruftevold's*; the station-master is *Otto Knudsen*), with the church of *Hornindal*, near the E. end of the *Hornindals-Vand*, a fine sheet of water  $2\frac{1}{4}$  M. in length. The scenery here assumes a more smiling character.

From Grodaas a path crosses the *Kriren* (2780 ft.) to (4-5 hrs.) the Skyslstation *Kaldvatn*, whence we may drive towards the E. to ( $1\frac{3}{4}$  M.) *Bjerke* on the *Hjærendfjord* (p. 117). From Kaldvatn a good road leads to the W. to (1 M.) *Førde* on the *Austefjord*, on which a boat may be taken to ( $1\frac{5}{8}$  M.) *Volden* (p. 114). — *Bjerke* may be made the starting-point for a visit to the *Hjærendfjord* and *Norangsfiord*, after which the traveller may rejoin the Grodaas and Hellesylt road at Thronstad (see below, and comp. R. 13).

From Grodaas the road ascends the somewhat uninteresting *Hornindal* to —

$3\frac{3}{4}$  M. (pay for 1)  $\frac{1}{4}$  *Indre Hougen* (no accommodation). Travellers on their way to the N. do not usually stop at the next station —

$3\frac{3}{4}$  M.  $\frac{1}{4}$  *Kjelstadlid* (1300 ft.), another very poor place, while those proceeding towards the S. change horses at Kjelstadlid, but are not required to change again at Hougen.

From Kjelstadlid the *Hornindalsrok* (5010 ft.; *Rok*, 'distaff'), an apparently inaccessible pinnacle of rock, commanding a magnificent view of the *Langefjeld* to the E. and the *Søndmøre* mountains to the N., may be ascended in 5-6 hrs. (there and back, 10 hrs.). The traveller drives for  $3\frac{3}{4}$  M. up the Hornindal, ascends by a path through birch-wood, and finally has a steep climb to the top.

Beyond Kjelstadlid we enter another grand mountainous region. The road descends to *Thronstad* (1130 ft.), formerly a station, a little to the N. of which opens the picturesque *Nebbedal*, through

which a path leads to the *Norangsdal* and *Øie* on the magnificent *Norangsfiord* (p. 119). The road now descends very rapidly through a wild and picturesque valley to —

<sup>7/8</sup> M. **Hellesylt** (\**Sandberg's Inn*; \**Jørgen Tryggestad's*, who is the tenant of the *Helsetvand*,  $\frac{1}{2}$  M. distant, which affords good fishing), with the church of *Sunelven*, grandly situated at the head of the *Storfjord*, this arm of which is known as the *Sunelvsfjord*. Steamboat to Merok, Søholt, and Aalesund twice weekly. If the steamer does not suit, the traveller should row from Hellesylt to Merok, about  $1\frac{3}{4}$  M. (in 3-4 hrs.).

The steamboat arrangements are at present as follows: from Hellesylt to Aalesund via Merok, and Søholt, Wednesdays, 5 a.m.; to Aalesund via Søholt, Sundays, 10.30 a.m.; to Merok, Saturdays, 4.45 p.m. — From Merok to Hellesylt, Sundays, 9 a.m.; to Søholt and Aalesund, Wednesdays, 6.30 a.m.

About  $\frac{1}{2}$  M. to the N. of Hellesylt, on the E. side of the Sunelvsfjord, diverges the \*\***Geiranger Fjord**, one of the most magnificent fjords in Norway, which should on no account be missed. At the entrance to it is the *Nockenæb* (*Næb*, 'beak'), on the right, and *Gaarden Matvik* on the left. In winter when the avalanches descend from the *Stubbefonn*, above the Nockenæb, the windows at Matvik are frequently broken by the concussion. On the right, farther up the fjord, rises *Lysurnæbbet*, and on the left is *Langfluafljeldet*, both upwards of 4000 ft. in height. We next observe the isolated *Grautnæb*, and pass the *Hørvedragsfjeld*, beyond which the fjord contracts. On the N. (left) side, near *Gaarden Knivstaa*, are the graceful *Knivstuafosse* or 'Seven Sister Waterfalls', formed by the *Knivselve* (really four or five falls only), opposite which are perpendicular cliffs assuming the shapes of grotesque profiles. On the S. bank lies *Gaarden Skuggeflaa*, in an apparently inaccessible site, about 1600 ft. above the fjord, and reached by a precipitous and dizzy path. Near the gaard is the *Skuggefluafos* or *Gjeitfos*. In the vicinity is a deep ravine with the *Jutulbro* ('giant bridge'). On both sides of the fjord are seen numerous small waterfalls, some of which descend in the form of spray or mist, betraying their existence only by the disturbed state of the water into which they fall. Others descend from overhanging cliffs in a veil-like form, and are best seen from one side. In cloudy weather, when the tops of the mountains are shrouded in vapour, the waterfalls seem to fall directly from the clouds. — The scenery of the Geiranger Fjord surpasses that of the *Nærøfjord* (p. 59) in picturesqueness and interest, although the latter is perhaps wilder and more severe. — If possible, the traveller should take one excursion at least on the Geiranger Fjord in a rowing-boat. At the head of the fjord, about 3 sea-miles from Hellesylt, lies —

**Merok** (\**Martin Merok's Inn*), picturesquely situated. An interesting excursion may be taken hence to the \**Storsæter/fos*

(2000 ft. above the sea-level, about 3 hrs. there and back, a stiff climb).

In the background, behind Merok, rises the *Holenabba*, the base of which is passed by the path to *Grijottid* (p. 156) and *Skeaker* (p. 154) in the Gudbrandsdal. This magnificent route should if possible be visited from Merok (on foot or on horseback) as far as the 'Fjeldstue' or refuge-hut on the *Sævrekken* (10-12 hrs. there and back; comp. R. 16).

*Grande*, a gaard on the N. bank of the fjord, about  $\frac{1}{4}$  M. from Merok, is the starting-point of an exceedingly grand mountain route to *Yttredal* ( $1\frac{3}{4}$  M.). The path ascends, very steeply at first, to *Eide*, about halfway, from which a carriage-road descends through a beautiful valley to the Norddalsfjord. From Yttredal to *Sylte* (see below) a row of  $1\frac{1}{4}$  hr.

The steamer returns from Merok to the main fjord, and soon again turns to the E. into the \**Norddalsfjord*, another arm of the Storfjord, where it touches at *Yttredal*, *Relling*, with the *Norddalskirke*, and *Sylte* (Monsen Sylte's Inn).

FROM SYLTE TO AAK (about  $5\frac{1}{4}$  M.). This interesting route to Aak or to *Vebjungsnes* leads through the *Valdal* and the *Istidal*. The first  $2\frac{1}{4}$  M. of the route is by a carriage-road, passing *Rem* (horses and refreshments obtainable), to the *Gaard Fremre Grøning* (about 4 hrs. drive), where the night may be spent. Thence a beautiful walk of 7-8 hrs. to *Hotel Aak* or to *Vebjungsnes* (p. 132).

A visit may also be paid from Sylte to the imposing \**Tafjord*, the easternmost bay of the Norddalsfjord, whence paths rarely frequented lead to *Grijottid* (p. 156) and to *Stueflaten* (p. 134). The Tafjord, though inferior to the Geiranger, also boasts of very grand scenery. After leaving Sylte we observe the solitary farm of *Kaste* on the hill to the right. On the left is a fine waterfall; and on the same side, farther on, is the *Muldalsfoss*, descending from the inhabited *Muldal*. The steamer steers through a strait into a kind of amphitheatre. A waterfall on the right rebounds from a projecting rock, which divides it into two parts. In the background is the village of *Tafjord*, on the hill above which, to the right, are iron-mines belonging to an English company. Lofty snow-mountains peer over the banks of the fjord in every direction.

The steamer touches at 'Bygden' *Længe*, with its picturesque gaards, and at the *Liabygd*. A fine view is obtained as far as Hellesylt to the S., and the mountains of the Geiranger Fjord become particularly conspicuous. The steamer then crosses to the W. to the *Slynystad* or *Stranden* station, situated on a large peninsula between the Storfjord and the Hjørendfjord.

\**Søholt* (\*Abrahamsen's Hotel, on the hill, in the upper part of the village; *Station*, in the lower part of the village; also several lodging-houses and small restaurants), with the new church of the parish of *Ørskog*, is charmingly situated, and is a favourite summer-resort of the Aalesunders. The tramway ascending the hill near the village belongs to an iron-mine. Both here and lower down the fjord we occasionally see the 'Laksværp' (called 'Gilge' in the Sogn district), or apparatus for catching salmon, with a white board in the water to attract the fish.

TO AALESEND (steamboat in 4 hrs.). The next stations are *Langskibso* and *Lure* (or *Søkelven*), a beautiful place with grand surroundings, whence the interesting ascent of *Makken* (1338 ft.) may be made. The inn here is often filled in summer with visitors from Aalesund. Quarters may, if necessary, be procured at *Tusvik*,  $1\frac{1}{2}$  M. distant (a row of 1 hr.). Passing the *Hjørendfjord* on the left, the steamer steers to the N.W. between

the mainland on the right and the *Sulø* on the left, and soon reaches the beautifully situated town of *Aalesund* (p. 115). — The following interesting works may be mentioned in connection with the above route: Finn's 'Turistbref från en Resa i Norge, Sommaren 1875' (Stockholm, 1876); L. Daae's 'Norske Bygdesagn' (Christiania, 1872); *Magdalene Thoresen's Billeder fra Vestkysten af Norge* (Copenhagen, 1872).

From Søholt a hilly and picturesque road leads inland to (1 $\frac{3}{8}$  M.) *Ellingsgaard*, and descends thence to (1 M.) *Vestnæs* (tolerable station), a scattered village with a church, beautifully situated near the *Moldefjord*. Steamboat three times weekly to Molde (at present Mondays and Fridays, 11 a.m., and Saturdays, 5 p.m.; to *Veblungsnes* Sundays and Thursdays at 2.30 p.m., and Saturdays at 10 a.m.). If the steamer does not suit, we cross the fjord by boat in 2 $\frac{1}{2}$ -3 hrs. to (1 $\frac{1}{4}$  M.) —

**Molde.** — SIMONSEN'S HOTEL, at the W. end of the village, near the pier of the small local steamboats, with fine view, somewhat dear; HOLM'S HOTEL, in the main street, near the anchorage of the large steamers, fair. — STEAMBOATS to *Bergen* 4 times weekly, to *Throndhjem* 4 times, to *Aalesund* 6 times, to *Vestnæs* 3 times, to *Veblungsnes* 4 times, to *Eidsvæg* and *Neste* on the *Eidsfjord* or *Langfjord* twice, to *Bod* on the W. coast usually twice weekly; to the *Hærø*, *Sandsø*, and *Ona* twice fortnightly.

*Molde*, a small town with 1717 inhab., is charmingly situated on the N. bank of the *Moldefjord*. Being sheltered by hills of considerable height from the N. and W. winds, the vegetation in the neighbourhood is unusually luxuriant. Roses and other flowers are more abundant than in most other parts of Norway, and some of the houses are picturesquely overgrown with honeysuckle. The predominant pine and birch are mingled with horse-chestnuts, limes, ashes, and cherry-trees. The main street of the little town, running parallel with the bank of the fjord, presents a trim and clean appearance. Some of the principal commercial firms once settled here have migrated to *Aalesund*. — At the back of the town, a little above the main street, is a road skirting the hill-side, and commanding beautiful views. On this road is situated the *Church*, from which we follow the road to the E. as far as a mill and small waterfall, near which we observe a very large cherry-tree. A branch of this road descends again to the coast-road, which leads to the E. along the *Fanestrånd*, as this part of the bank is called, nearly 1 $\frac{1}{2}$  M. in length, where a number of the merchants of Christiansund possess pleasant villas. — To the W. of the church the upper road leads to '*Dahls Have*', a beautiful private garden, immediately beyond which a path to the right ascends in 3/4 hr. to the \**Varde* on the *Moldehei* (about 800 ft.; several finger-posts '*til Varden*'), a magnificent point of view, and one of the finest in Norway. At our feet lies the beautiful fjord, with Molde nestling on its N. bank; on the opposite bank, beyond *Vestnæs*, rises a long range of picturesquely shaped mountains, partially covered with snow, the most prominent of which is *Lauparen* (4735 ft.); to the left of these (S.E.), in the distance, rise the *Trolltinder*,

'Hornet', and Vengetinder in the Romsdal, and still more to the left (E.) the Skjorta in the Eikisdal. (See the 'Udsigt fra Molde', a good panorama, originally published in the *Turistforening's Aarbog* for 1875, to be had at the bookseller's at Molde, and at Cammermeyer's in Christiania.) Returning from the Varde to Dahls Have, we may now cross the upper road, descend through an avenue of fine birches, turn to the left, and regain the main street near the telegraph-office. — Those who have not time to ascend to the Varde should follow the upper road for a few paces beyond Dahls Have, turn to the right, and ascend the \**Ræknæshaug*, a knoll commanding a charming view similar to that from the Varde, though less extensive (from the inns to this point and back  $1\frac{1}{2}$ - $\frac{3}{4}$  hr.).

To the S.W. of the town, at the foot of the hill just mentioned, is the leper-hospital of *Ræknæs*, beautifully situated. The large harbour of Molde, where the small local steamers to the Romsdal and to Aalesund touch twice weekly in each direction, and larger steamers to Bergen and to Throndhjem about four times weekly in each direction, is admirably protected by the *Hjortsø* and *Selørø*, two long islands lying opposite the town. — Molde, though lacking good hotel-accommodation, is a charming spot for a prolonged stay. Pleasant excursions may be made by water and by land to *Klungenæs*, where Col. Sinclair and his Scotch troops landed in 1612, to *Eringstad* and *Franen*, to *Strande*, the *Bolsø*, and *Vestnæs*; also, by a steamer plying weekly, to *Bod* on the W. coast, 4 M. to the N., or to the *Harø*, *Sandø*, and the *Ona* lighthouse, in the Atlantic, about 4 M. to the N.W. of Molde. Lastly, a grand excursion may be taken viâ *Nøste* (steamboat thither twice weekly) to the *Eikisdal*, and thence to *Sundalsøren* (see p. 183).

To the N. of Molde rises \**Stor Tuen* ('great hill'; about 3000 ft.), another remarkably fine point of view, which should be visited if time permits (3-4 hrs.; guide unnecessary if the following directions be noted). The route ascends on the farther bank of the brook at the E. end of the town, passing a few houses and traversing a partially cleared wood. The barren 'Tue' forms the background of the valley. After  $\frac{3}{4}$  hr. the valley divides; we keep to the right, and in  $\frac{1}{4}$  hr. more cross a bridge. The path then ascends towards the summit in a straight direction, through pines, birches, juniper-bushes, and ferns, and is marshy at places, but presents no difficulty. The dying and dead pines, with their silver-grey trunks, on the ( $1\frac{1}{2}$  hr.) upper boundary of the wood are very picturesque. Thence to the summit about 20 min. more. The flora here is of an Alpine character. The very extensive view embraces the fjord and the mountains to the N., E., and S., while the boundless Atlantic stretches to the W. — On the mountain are several small lakes or tarns (*Tjørn*) which form the source of the brook by which we have ascended.

## 15. From Molde to Christiania by the Romsdal, Gudbrandsdal, and Lake Mjøsen.

**42<sup>3</sup>/<sub>4</sub>** M. STEAMBOAT to *Veblungsnes* and *Næs* (about 3<sup>1</sup>/<sub>8</sub> M. or 5<sup>1</sup>/<sub>2</sub> sea-miles) four times weekly in 2<sup>1</sup>/<sub>4</sub>-4<sup>1</sup>/<sub>2</sub> hrs. (at present Sund. 1.30 p.m., Tues. 4 p.m., Thurs. 1.30 p.m., and Sat. 9 a.m.; from *Veblungsnes* Mon. 6 a.m., Tues. 7.15 p.m., Frid. 6 a.m., and Sat. 2.30 p.m.; all except the Tuesday boat touching at *Vestnæs*, both in going and returning). DILIGENCE from *Veblungsnes* to (24<sup>3</sup>/<sub>8</sub> M.) *Lillehammer* 3 times weekly in three days (at present Sund. 7 p.m. and Tues. 8 p.m., spending the first night at *Aak*, and Thurs. 7 p.m., spending the first night at *Horgheim*; from *Lillehammer* Sund. 7 a.m., Tues. 6.30 a.m., Frid. 7 a.m.; fare 40 kr.). PEDESTRIANS should drive to *Ormeim* at farthest, walk from *Ormeim* (or all the way from *Aak*) to *Laurgaard*, and drive thence to *Lillehammer* (comp. p. 141). STEAMBOAT from *Lillehammer* to (9<sup>1</sup>/<sub>2</sub> M.) *Eidsvold* daily at 10 a.m. in 7<sup>1</sup>/<sub>2</sub> hrs. (from *Eidsvold* daily at 12.50 p.m.). RAILWAY from *Eidsvold* to (6 M.) *Christiania* in 2<sup>1</sup>/<sub>2</sub>-3 hrs. (daily at 6 a.m. and 3.30 p.m.; from *Christiania* at 8 a.m. and 4.24 p.m.).

The whole journey may therefore be accomplished in 4<sup>1</sup>/<sub>2</sub>-5 days. The diligence, however, is not recommended. The traveller will find it far preferable to drive by carriage from *Veblungsnes* to *Lillehammer* (which costs about 50 kr.), devoting 4-5 days to the journey, in which case the night should not be spent at the places where the diligence stops (see 'Communicationer'). All the stations are fast (horse and carriage 1 kr. 80 ø. per mile), and most of them afford good accommodation. The whole of the magnificent scenery of the ROMSDAL is seen by the traveller on his way from *Veblungsnes* or *Aak* to *Throndhjem* over the Dovrefjeld. Those who have reached Molde via Bergen and intend proceeding to *Throndhjem* by one of the other routes, are recommended to take the steamer to *Veblungsnes*, drive up the Romsdal as far as *Ormeim* only, walk thence to the *Slettafoss* in 1 hr., and return by the same route to Molde, a delightful excursion of two or three days, embracing the finest points on the present route.

*Carriages* with hoods and open 'Triller' are sometimes obtainable at *Veblungsnes* for the journey to *Lillehammer*, at a charge of 150-200 kr.

The STEAMBOAT, after leaving Molde, usually crosses the fjord to *Vestnæs* (tolerable station), very beautifully situated on the *Tresfjord*, a few hundred paces from the landing-place.

From *Vestnæs* to *Søholt*, a steamboat-station on the Nordfjord, see p. 129. The steamer to the Geiranger Fjord and Hellesylt at present leaves *Søholt* on Tuesdays and Saturdays at 10. — Travellers arriving at *Vestnæs* from the S. on a day when the steamer does not ply, and desirous of proceeding to the Romsdal without delay, may row to *Gjermundsnæs*, drive thence to *Vaage*, and take another boat from *Vaage* to *Veblungsnes*, a journey of 5-6 hrs. in all.

The mountains at the head of the *Tresfjord* are very picturesque. The next stations are *Gjermundsnæs*, at the mouth of the *Tresfjord*, opposite *Vestnæs*; *Vestad*, in the island of *Sekken*; and *Vaage*, on the mainland. To the N.E. extends the *Langsfjord* (at the head of which are *Eidsvaag*, whence a road leads to the *Sundalsfjord*, and *Nøste* at the entrance to the *Eikisdal*; see p. 186). We now quit the broad Moldefjord and steer to the S.E. into the narrow and picturesque \**Romsdalsfjord*, on the N. side of which is the *Nordvig* station. In the vicinity rises the rounded hill of *Klungenæs*, at the base of which Col. Sinclair and his Scots are said to have landed in 1612. To the S. of *Nordvig*, on the opposite bank, is *Vold*, situated on a fertile plateau (*Vold*, 'alluvial soil')

at the mouth of the *Mandal*, each of the inhabitants of which possesses a boat-house ('*Nest*') on the beach here. The outlines of the mountains continue to be very picturesque. The next places are *Søvig* on the *Indfjord*, a S. bay of the Romsdalsfjord; *Torvig*, on the N. bank; and to the E. of it, on the S. bank, —

† **Veblungsnes** (\**Onsum's Hotel*; \**Enkefru Gryd*, in the village, unpretending). The 'Skydsstation' is at *Setnas*, near the Præstegaard of *Gryten*, 20 min. walk from the pier. No fewer than four different well-defined coast-levels are observable here.

From *Setnas* through the *Isterdal* by a bridle-path, and down the *Valdal* by a road, to *Sylte*, a steamboat-station on the Norddalsfjord, in  $1\frac{1}{2}$  days (see p. 128).

**Veblungsnes** commands a finer view of the *Romsdalshorn*, and particularly of the *Vengetinder*, than *Aak*, but the situation of the place itself is far less picturesque. Most travellers disembark here, and drive at once to *Aak*,  $\frac{1}{2}$  M. distant.

The steamer now passes the mouth of the *Rauma* and rounds a promontory to † *Næs* (\**Aandal's Inn*), beautifully situated, commanding an admirable view of the Romsdal mountains and of the fjord. The branch of the fjord stretching to the E. of *Næs* is called the *Isfjord*. Salmon-fishing is obtainable in the mouth of the *Rauma*; and a hill-lake, about  $\frac{1}{2}$  M. distant, affords trout-fishing. There is no pier here as at *Veblungsnes*. — From *Næs* to ( $\frac{3}{8}$  M.) *Aak* there is also a good road, joining that from *Veblungsnes* at the bridge over the *Rauma*.

**ROAD TO LILLEHAMMER** (243/8 M.). At *Veblungsnes* or at *Næs* we enter the far-famed \*\***Romsdal**, or valley of the *Rauma*, which rises near *Stueflaaten*, about  $4\frac{1}{2}$  M. to the S.E., where the finest scenery on the route terminates. The road from *Veblungsnes*, above which rises the *Setnæsfjeld*, on the right, soon crosses the *Rauma* and unites with the road from *Næs*. It traverses old glacier-moraines, now forming a pleasant park-like tract. To the right opens the *Isterdal*, through which a path, mentioned above, leads to *Sylte* on the Norddalsfjord. On the W. side of that valley rise several fine peaks, and on the E. side, at its junction with the Romsdal, begin the strikingly picturesque \***Trolltinder** ('witch-pinnacles'; 5860 ft.), from which avalanches (*Sneskred*) and rocks are frequently precipitated in winter. On the E. side of the Romsdal, opposite the *Trolltinder*, rises the bold and majestic \***Romsdalshorn** (5090 ft.), an enormous mass of rock towering almost perpendicularly above the valley, and riveting the eye of every spectator. Adjoining the 'Horn' on the N. are the picturesque and still more lofty \***Vengetinder** (6035 ft.).

**Aak** (\**Landmark's Hotel*, with baths, comfortable, charges reasonable), a gaard on an eminence to the left of the road, charmingly situated, and pleasantly shaded with trees, is justly a favourite place for a prolonged stay (salmon and trout-fishing in the neighbourhood). The name (pronounced *øke*) is probably a con-

traction of 'Aaker' (cultivated land), and occurs in Meraak, Berk-aak, and several other names. Aak is about  $\frac{1}{2}$  M. distant from Veblungsnæs,  $\frac{3}{8}$  M. from Næs, and  $\frac{7}{8}$  M. from Horgheim. Though not a station, horses, carriages, and sometimes carriages are procurable here. — Beyond Aak the road ascends on the right bank of the impetuous Rauma, with the magnificent Trolltinder on the right, and the Romsdalshorn on the left, and passes *Gaarden Fiva*, in a plantation of birches. Beautiful retrospective view of the well-wooded valley with its rich pastures. The valley contracts and assumes a wilder character, and the mountains, with their picturesque pinnacles and frequent patches of snow, now rise almost perpendicularly to a height of 5000 ft. above the road. Through the bed of the stream runs a stony track which is used in winter as being less exposed to avalanches, but is generally under water in summer. On every side lie huge masses of rock which have fallen from the neighbouring cliffs.

$\frac{13}{8}$  M.  $\dagger$ *Horgheim* (poor station), grandly situated, lies on an ancient moraine. The road next traverses a marshy tract, once the bed of a lake, beyond which the valley again contracts. On the right we observe a waterfall, and, farther on, *Gaard Rennen*. On the left we next pass *Monge* and the picturesque \**Mongefos*, descending from the mountain called *Mongejuret*. Another fine retrospective view embraces the Trolltinder to the W. and the snow-clad *Olmafjeld* on the E. side of the valley. The road and the Rauma next thread their way through a chaos of enormous blocks of rock, the result of some tremendous landslip. The scene is most impressive and picturesque, and is one of the finest of its kind in Europe.

1 M.  $\dagger$ *Fladmark* (a fair station) lies, as its name ('flat field') indicates, in a broader and more smiling part of the valley. The scenery continues to be very grand. On each side are several waterfalls, precipitated from rocks 2000-3000 ft. in height, but most of them are unimportant in dry seasons. On the left are the *Styggefondfos*, the *Gravdefos*, and the *Skogefos*; on the right the *Døntefos*, and then the imposing *Vermofos*.

1 M.  $\dagger$ *Ormeim* (\*Station, unpretending, but good and reasonable), beautifully situated on the right bank of the Rauma, and several hundred feet above it, commands an admirable view of the picturesque \**Vermofos*, or *Vermedalsfos*, a waterfall on the opposite bank, nearly 1000 ft. in height, and of the mountain called the *Alterhøi*. After rain, and during the melting of the snow in early summer, the fall assumes most imposing dimensions. The windows at the back of the station afford a good survey of the fall. If time permits, a day should be devoted to inspecting the fall more closely and ascending the \**Storhætte* (5885 ft.). Travellers visiting the Romsdal from Molde, and intending to return thither, are recommended not to drive beyond Ormeim, as the road higher

up the valley is steep and trying to the horses. A walk, however, should be taken as far as the \**Slettafos*, about  $2\frac{3}{4}$  Engl. M. from Ormeim (see below). Artists and anglers frequently make a prolonged stay at Ormeim.

The ascent of the *Storhætte* occupies about 4 hrs., and riding is practicable for three-quarters of the way (guide 4, horse 4 kr.). The route descends from the station to a bridge over the Rauma, crosses it, turns to the right, and ascends by the side of the *Vermofos* to a ( $1\frac{1}{2}$  hr.) *Sæter*. After  $1\frac{1}{2}$  hr. more the path terminates and riders dismount. In another hour, the last half of which is spent in clambering over loose stones, we reach the summit. The view, like those from most of the Norwegian 'Fjeldnuter', is deficient in picturesqueness, although extensive. — The best point for surveying the *Vermofos* is a rocky knoll on the right (E.) bank of the Rauma, exactly opposite the fall, and easily found without a guide. It is reached by traversing the pastures at the back of the station.

Beyond Ormeim the road ascends more rapidly and continuously, so that the next stage, though less than 7 Engl. M., usually takes fully two hours. The river continues to flow through a profound and picturesque ravine on our right. About  $\frac{3}{8}$  M. above Ormeim we come to a finger-post on the right indicating the way to the \**Slettafos* (properly the *Lower Slettafos*, as there is another fall of the same name higher up), '80 ells' from the road. We alight here, cross the new bridge above the fall, and follow the path for a few hundred paces to a spot below the overhanging rocks, where the imposing cascade is seen to the best advantage, and where its roar is loudly reverberated. The rocky walls of the gully have been worn into deep cauldrons ('Jættegryder') by the action of the water. — Above this point the road ascends the once dreaded *Bjørneklev* ('bears' cliff') in numerous windings, some of which the pedestrian may avoid by means of short-cuts. From the mountains on the right several different streams, the chief of which is the *Ulva*, the discharge of the *Ullevand*, are precipitated into the ravine, contributing to form the *Rauma*. At the head of the ravine is the picturesque *Upper Slettafos*, which is imperfectly seen from the road. The ravine contains three or four other waterfalls, well worthy of being explored, but not visible from the road.

$\frac{7}{8}$  M. (pay for 1 M.) † *Stueflaaten* (\**Station*, good and moderate), in a wild and bleak situation at the head of the Romsdal, lies near the watershed between that valley and the *Gudbrandsdal*, to which last it is considered to belong, about 2050 ft. above the fjord, and 700 ft. above Ormeim. The last retrospective view of the Romsdal mountains is obtained here. The forms of the mountains in the Gudbrandsdal are generally unpicturesque, and the valley comparatively tame. The *Ulva* and some of the other streams afford good trout-fishing.

From Stueflaaten to the *Eikisdal*, towards the N., a fatiguing mountain-path, see p. 186. — Another mountain-route, little frequented, leads hence towards the W. to the *Norddalsfjord*, a branch of the *Storfjord* in the *Sandmøre* district. It ascends the course of the *Ulva*, which descends from the *Ullevand*, crosses the mountains, and descends by the *Bodalselv* to the *Tafjord*, the innermost bay of the *Norddalsfjord*, where the

steamer touches once weekly on its way to Aalesund. *Sylte*, on the N. side of the entrance to the Tafjord, and *Relling* on the S. side, about 1 M. distant, are touched at twice weekly by a steamer to Aalesund, and twice weekly by one to Hellesylt. (Comp. R. 14.)

The road continues to traverse a bleak and wild region, and crosses the watershed between the two valleys. Near *Gaarden Einabu* is an ancient 'Bautastein'. King Olaf, 'the Saint', is said to have halted at this gaard in 1029, when pursued by the rebellious peasantry, shortly before the final struggle to regain his supremacy which terminated with his death at Stiklestad near Levanger (p. 207). The scenery of the *Gudbrandsdal*, into which we are about to descend, is picturesque and interesting at places, though inferior to that of the Romsdal. The descent is very gradual.

$1\frac{1}{8}$  M.  $\dagger$  *Mølmen* (\*Station) lies near the church of *Læsøkougen*, as this district is called, and at the upper end of the three small lakes known as the *Læsøkougen-Vand* (2040 ft.), from which to the W. the *Rauma* descends to the Atlantic, and to the E. the *Lougen* to the Skagerrak. In the vicinity a picturesque waterfall. The fishing is well spoken of.

Two ascents sometimes made from *Mølmen*, though lacking the element of picturesqueness, are well calculated to convey an idea of the vastness and dreariness of the Norwegian mountains as compared with the inhabited regions: that of the *Storhe* (6690 ft.) to the N., and that of the *Digervarde* (5660 ft.) to the S. (4-5 hrs. in each case; horse and guide 8 kr.).

From *Mølmen* to *Gaard Reiten* in the upper *Eikisdal* (10-12 hrs.), a fatiguing mountain-path, see p. 186.

From *Mølmen* to *Aanstad* or *Skeaker* and the *Jotunfjeld*, see p. 144.

$1\frac{1}{8}$  M.  $\dagger$  *Læsøværk* (\*Station), at the S.E. end of the lake, derives its name from the iron-mine formerly worked here, but abandoned about the beginning of the century owing to want of wood. — The road now descends to —

$7/8$  M.  $\dagger$  *Holsæt* (\*Station), on another small lake called *Læsø-vand* (1700 ft.), which has of late been partially drained.

A bridle-path ascends from *Holsæt* by the *Lorelv* to the *Storsæter* and the *Nysæter* (about 5 hrs.), and crosses the mountains thence to *Aanstad* (or *Skeaker*), a long day's journey, which may be broken by spending a night at the *Nysæter*, a pleasing specimen of the Norwegian chalet (see p. 145).

$13/8$  M.  $\dagger$  *Holaker* (\*Station, comfortable), an uninteresting place, also lies in the district of *Læsø*. The road again ascends.

1 M.  $\dagger$  **Dombaas**, or *Domaas* (\*Station, a comfortable, well-built house, but dearer than most of the others; telegraph-office), where the scenery becomes more attractive, is an important place owing to its position at the junction of the *Gudbrandsdal* and *Dovrefjeld* routes, and lies high above the ravine of the *Lougen* (about 2000 ft. above the sea). White fox and other skins and reindeer's antlers are offered for sale here. The air is fresh and exhilarating, and the place is suited for a prolonged stay.

A pleasant excursion of 4-5 hrs. may be taken from *Dombaas* to the *Haregssæter* on the S. bank of the *Lougen*, where a fine view of the valley, of *Snehatten*, and other mountains is enjoyed.

From *Dombaas* over the *Dovrefjeld* to *Throndhjem*, see R. 18, a.

The road now descends the valley of the *Lougen* (*Laagen*, or *Laugen*, 'river'), commanding a fine view of its profound ravine, with the *Kjølen* rising above it. Looking back, we observe the pointed *Horung* rising above the *Læsøvand*, on the N. side. We next pass *Gaarden Lid*, the buildings of which are roofed with birch-bark (*Næver*) covered with green turf. The scenery becomes very uninteresting, and the road descends over huge deposits of detritus.

1 M. †*Toftemoen* (\*Station) lies at the head of the Gudbrandsdal in the narrower sense, the road we have just traversed from Dombaas being considered to belong to the Dovrefjeld region. The name signifies an inhabited site (*Tuft*) on a sandy plain (*Mo*). The word 'toft' occurs in England and Scotland in a somewhat similar sense. The station-master traces his descent from Harald Haarfagre, and possesses a number of interesting old curiosities. A sæter about 1 hr. distant, belonging to his father, is interesting. — A little beyond Toftemoen we pass the church of *Dovre*, which Prof. Forbes calls a singular and ugly structure ('Norway', p. 11), situated on an ancient moraine. Like many of the Norwegian churches, it is built in the form of a Greek cross. In the centre rises the tower. At the end of each arm of the cross is a small projecting addition. The whole structure is covered with large dark slabs of slate. Some of the tombstones in the churchyard are interesting. — The farms, as usual, are all placed on the sunny side of the valley, while on the other side rise dreary masses of mountain and rock. — Farther on we cross the Loug by a new bridge.

1 M. †*Brændhougen* (\*Station) still belongs to the parish of *Dovre*. The station contains a curious old wardrobe, painted and gilded, a table dating from 1763, and several specimens of wood-carving. The station-masters here and farther up the valley sometimes allow travellers to go without a 'Skydsgut', leaving the horses to return when an opportunity offers, in which case the traveller enjoys more independence.

The *Jetta* (5430 ft.) which rises to the W., is sometimes ascended from Brændhougen. It commands an imposing view of the Dovrefjeld, the Rondane, and the Jotunfjeld.

Below Brændhougen the road traverses a dreary part of the valley, covered with deposits of stones and sand, and partially overgrown with stunted pines. As late as July large patches of snow are frequently seen by the road-side. On the right rises *Kjølen*, on the left the *Rustenfjeld*. The cultivated land which now begins to appear, with the cuttings used for its irrigation, is of a very poor description. The road, which is here about 1850 ft. above the sea-level, soon begins to descend over the rocky barrier of the *Rust* ('wooded hill'), through which the Lougen has forced a passage for itself. The old road crossing this hill was a toilsome and sometimes dangerous route. We now descend, skirting the cascades of the Lougen, into an imposing pine-clad \*Ravine, the finest point of which is at the \*Bridge which carries the road to

the right bank of the river. A little beyond the bridge a path to the *Hørringen Sæter* diverges to the left. The traveller is recommended to walk from the bridge to Laurgaard, a distance of about  $\frac{1}{4}$  M.

1 M. † **Laurgaard** (\**Station*, comfortable), where the scenery becomes less interesting, lies about 1000 ft. above the sea-level. From this point the road is good and nearly level all the way to Lillehammer.

An interesting excursion may be made hence by a bridle-path to the *Hørringen Sæter*, fitted up as a small inn, the property of the station-master at Laurgaard, about 1 M. distant. Near it rises *Formokampen* (4835 ft.), a fine point of view, easily ascended. The whole excursion there and back occupies 7-8 hrs., and conveys a good idea of the wild and desolate character of the Norwegian mountain-scenery.

FROM LAURGAARD TO SØRUM (or *Vaage*,  $1\frac{7}{8}$  M.). The picturesque, but hilly road crosses the mountains to the W. of Laurgaard to ( $1\frac{1}{8}$  M.) *Nordre Snerle* and ( $\frac{3}{4}$  M.) *Sørum* (p. 142). Other roads to Sørum, see p. 138.

Below Laurgaard the river is again crossed, and we pass a large deposit of stones and detritus (*Skred*), and several others farther on, the ends of which from some unexplained cause rise in the form of knolls.

$\frac{7}{8}$  M. † *Moen* (tolerable station) lies at the confluence of the Lougen with the *Ula*, which descends from *Lake Ula* at the foot of the \**Rondane* (6920 ft.), and forms the *Daanofos* ('thunder-fall') close to the road. The wall of the neighbouring *Churchyard* of *Sel* is curiously constructed of slabs of slate, while most of the old tombstones are of *Klæbersten* or soapstone. — The pigs of the Gudbrandsdal, sometimes adorned with triangular pieces of wood (*Sule*) round their necks, enjoy perfect liberty, and are a sturdy, wholesome-looking race.

Half-an-hour may be pleasantly spent here in ascending the interesting valley of the *Ula* for about  $\frac{1}{8}$  M. — The fine mountain-group of the Rondane is sometimes visited from Moen, but the expedition is a long and fatiguing one. It may also be reached from the *Atna* railway-station in the valley of the Glommen (p. 203).

On the left side of the road, nearly halfway between Moen and Bredevangen, is the steep hill called *Kringelen*, which was formerly traversed by the old road. On 26th August, 1612, when Col. George Sinclair with his 900 Scotch auxiliary troops, who had landed a few days previously at the Klungenæs on the Romsdalsfjord, were attempting to force their way through Norway to join the Swedes, who were then at war with the Norwegians, they were intercepted by an ambush of 300 Norwegian peasants at this spot. The natives had collected huge piles of stones and wood on the hill above the road, which they hurled down on the invaders when they reached this part of the road. Most of the ill-fated Scots were thus destroyed, while the survivors, with a few exceptions, were put to the sword. (See Laing's 'Norway'.) The massacre is commemorated by a tablet in the rock to the left, bearing the in-

scription, '*Erindring om Bøndernes Tapperhed*'. — To the right is the confluence of the *Ottaelv* and the *Lougen*.

A little beyond Kringelen, halfway between Moen and Bredevangen, a road diverges to the right, crosses the Lougen, and ascends the valley of the *Ottaelv* to (1 M. from Moen or from Bredevangen) †*Aasoren*, ( $1\frac{1}{8}$  M.) †*Nordre Snerle*, and ( $\frac{3}{4}$  M.) †*Sørum* (or Vaage), on the main route from the Gudbrandsdal to the western fjords (p. 142).

Passing a lake-like expansion of the Lougen, we next reach —  $\frac{3}{4}$  M. †*Bredevangen* (\*Station, small), beautifully situated. (Road to *Sørum*, see above.) Near the station is the prison of the district. The background of the Alpine picture, looking up the valley, is formed by the lofty *Formokampen*. — About halfway between this station and the next the *Sjoa-Elv* falls into the Loug. The road, which is here about 1000 ft. above the sea-level, or 600 ft. above Lake *Mjøsen*, now bends to the E.

Immediately above the confluence of the *Sjoa* and *Lougen* a road diverges to the right, crosses the *Lougen*, and ascends the valley of the *Sjoa* to (2 $\frac{1}{4}$  M. from Bredevangen; 2 $\frac{5}{8}$  M. from Storklevstad) †*Bjølstad*, one of the largest and most interesting gaards in Norway, the proprietor of which claims to be of royal descent. The next stations are ( $1\frac{1}{2}$  M.) †*Nordre Snerle* and ( $\frac{3}{4}$  M.) †*Sørum* (p. 143).

The road traverses a poor district, partially wooded with stunted pines and birches. The fields are irrigated by means of numerous cuttings (*Rønner*). The cottages of the *Husmænd*, or farm-labourers, called *Stuer*, are usually roofed with turf. The large slabs of slate common in this district are used for making walls, for roofing purposes, and for the drying of malt. A number of small gaards are perched on the hill-side in apparently inaccessible situations. The magpie (*Skjer*), an object of superstitious veneration among the Norwegian peasantry, is frequently seen here. The river forms numerous rapids and cataracts.

$1\frac{1}{2}$  M. †*Storklevstad* (\*Station) lies a little below the church of *Kvam*, situated on the left. Below the church, on the right, is a stone near the road-side recording that Col. Sinclair is buried there. Road to *Bjølstad*, see above. About  $\frac{1}{8}$  M. to the S.E. of the station is the \**Gaard Vik*, formerly the station, and still an inn. The road again turns towards the S., and descends to —

$\frac{7}{8}$  M. † *Byre* (tolerable station).

A road to the right, crossing the *Lougen*, and ascending the valley of the *Vinstre*, leads from *Byre* to (1 M.) †*Harildstad i Kvikne* and *Skabo*, whence a dreary track ascends to the Jotunfjeld (R. 17).

The road next passes ( $1\frac{1}{2}$  M.) *Øie* or *Sætorp*, formerly a station, and the scenery becomes more pleasing. The picturesque houses, roofed with turf, generally have a *Sval*, a kind of covered passage or porch adjoining them. On the right, farther on, is *Gryting*, a pleasant-looking gaard. On the left rises the *Skudal*, a precipitous rock. The river, after forming several picturesque cataracts, gradually loses the character of a mountain-torrent.

$1\frac{1}{8}$  M. †*Listad i Søndre Fron* (\*Station, comfortable; \**Gaard Lillehove*, a little farther on), near which is the church of *Fron*,

prettily situated, is a good place for spending a night. Beyond it is *Gaarden Hove*, once the scene of heathen sacrificial rites. Farther on is *Gaarden Hunktorp*, once the seat of *Dale Gudbrand*, the powerful heathen opponent of St. Olaf. We next observe the *Gaard Steig*, picturesquely and loftily situated, once the residence of the 'Foged' *Lars Gram*, the leader of the peasants who annihilated the Scottish invaders commanded by Col. Sinclair. The road soon passes, on the left, the church of *Venebygden*. The valley now becomes somewhat marshy. We cross the *Vaalaelv* (fine view); on the left rises the *Vaalhaug*. Near this point a bridle-path diverges to the *Atne-Vand* (see below).

$1\frac{1}{4}$  M. † **Skjæggestad** (\*Station; walls adorned with photographs, including 'Col. Sinclair's Landing' from a picture by Tidemand) is picturesquely situated, but the environs are somewhat marshy. On a hill to the left, a little beyond it, stands the old church of *Ringebo*. The horns of the cattle here are frequently tipped with wooden or metal knobs to prevent them from doing injury. On the road-side are seen numerous snow-ploughs (*Sneplouge*). The *Klinkenberg* (3080 ft.) is sometimes ascended hence for the sake of the view (6-8 hrs. there and back; horses at the station).

Between *Venebygden* and *Skjæggestad*, near the influx of the *Vaal*, a bridle-path diverges to the E. to *Soltiden* and the \**Atne-Vand* (a day's journey), whence the traveller may either proceed to *Foldal* and *Jerkin* on the Dovrefjeld by a tolerable road, or descend the valley of the *Atne-Elv* to the *Glommen*. Comp. p. 203.

The road next passes through a ravine bounded by the precipitous and furrowed *Elstaklev* and a similar rock opposite. Farther on we pass the *Djupdal* on the left, above which is *Gaarden Upsal*. On the right rises the picturesque mountain called *Tuliknappen*. Near *Kirkestuen* the height attained by the river during an inundation (*Flom*) on 16th and 17th June, 1860, is marked on the rocks by the road-side.

$1\frac{1}{8}$  M. † **Kirkestuen** (Station, small) lies near the upper end of *Lake Losna*, a narrow lake formed by the *Loug*, about  $1\frac{1}{4}$  M. in length, and formerly navigated by a small steamboat. The lake contains excellent fish (*Ørret*, or trout; *Træl*, roach; *Horr*, grayling; *Slik*, *Coregonus lavaretus*, or fresh-water herring, a fish of the salmon tribe; and *Laka*, *Lota vulgaris*, burbot). — About 1 M. from *Kirkestuen* the road crosses the *Moxa*, and soon reaches the church of *Trotten* and *Holmen* (Inn), formerly a station, near the lower end of *Lake Losna*. A ferry here crosses the *Lougen* to a road leading to ( $1\frac{1}{8}$  M.) *Nerstevold* and (1 M.) *Veisten* (see below). A horse-fair of considerable importance is held at *Holmen* annually on 15th-17th August. We next reach ( $1\frac{1}{8}$  M. from *Holmen*) —

$1\frac{1}{4}$  M. † **Formo** (small station), from which a retrospective view is obtained of the snow-capped peaks of the *Rondane*. The peasants here wear red caps, and frequently carry a peculiar kind of

pannier on their backs (*Bagmeis*, elsewhere called *Næverkont*). On the road-side are a number of *Kvilesteller*, or open stalls for resting horses. The posts flanking the road (called *Rodestolper*) mark the portions (*Roder*) which the adjoining landowners are bound to keep in repair.

The vegetation now becomes richer, and the valley better cultivated. The predominating pines and birches are interspersed with the maple (*Lønn*), the aspen (*Asp*), the mountain-ash (*Rogn*, 'royne', 'rowan'), and the alder (*Oldre*). Among the wild flowers may be mentioned the rose (*Klungerkjer*), the violet aconite (*Lushat*, 'louse-hat'), and the *Linnaea borealis* (*Giegenføde*, 'cuckoo-food').

On the right, beyond Formo, rises the *Dreshula*, a picturesque cliff. The road now traverses a ravine where the Loug has forced its passage through a barrier of rock.

15/8 M. †**Fossegaarden** (\**Inn*, often filled with anglers and tourists in August) is beautifully situated above the Loug, which here forms a fine fall called the \**Hunnerfos*, where the famous Hunnerørreter, or lake-trout, are caught in large numbers. The *Neverfjeld*, a fine point of view, may be ascended hence in 2 hours. The numerous heaps of stones on the road-side testify to the trouble which the farmers have had in preparing their land for cultivation. The syllables *rud*, *rod*, or *ryd* in which names of Norwegian places so frequently terminate have reference to the 'uprooting' of trees and removal of stones. — The road runs at a considerable height above the Loug, and passes smiling green slopes with forest in the background to the left. To the right, about 1 M. from the last station and 1/2 M. from Lillehammer, a road descends into the deep valley of the Loug, crosses it by a bridge, and ascends the *Gausdal*.

The **GAUSDAL ROAD** ascends to (1<sup>1</sup>/<sub>8</sub> M.) †*Diserud*, from which *Nørstevold*, to the right, is 1<sup>3</sup>/<sub>8</sub> M. distant; (1<sup>3</sup>/<sub>8</sub> M.) †*Veisten*, (1<sup>1</sup>/<sub>4</sub> M.) †*Helleberg*, and (1<sup>1</sup>/<sub>4</sub> M.) †*Krisberg*, beyond which mountain-tracks, rarely used, lead to the Jotunfjeld (R. 17). A little beyond Diserud is a gaard belonging to *Bjørnstjerne Bjørnson*, the poet and novelist. — From Veisten a road leads to (1 M.) †*Nørstevold* and (1<sup>1</sup>/<sub>8</sub> M.) *Holmen* (see above).

The \***Gausdal Sanatorium**, a large hotel and pension near the *Skeisæter*, and favourite resort of Norwegian visitors, is finely situated on the hill to the right of the Gausdal, about 3000 ft. above the sea-level, or 2600 ft. above Lake *Mjøsen*, and 3<sup>1</sup>/<sub>2</sub> M. from Lillehammer. An omnibus runs to the Sanatorium in summer from the Victoria Hotel at 6 a.m. daily (in 6<sup>1</sup>/<sub>2</sub> hrs.), returning thence to Lillehammer at 4 p.m. (in 5 hrs.; fare 8 kr.). It may also be reached by carriage: (1<sup>1</sup>/<sub>8</sub> M.) †*Diserud*, (1<sup>3</sup>/<sub>8</sub> M.) †*Nørstevold*, (1 M.) *Sanatorium* (where horses are also generally procurable). Travellers from Lillehammer on their way up the Gudbrandsdal may visit the Sanatorium and descend thence to *Nørstevold* and *Holmen* (see above). Visitors making a prolonged stay at the Sanatorium pay about 6 kr. per day for board and lodging; passing travellers are charged hotel-prices. Among the many pleasant walks and excursions which may be taken from the Sanatorium, one of the finest is to the (2 hrs.) summit of \**Præstekampen* (4090 ft.), which commands an admirable view of the glaciers and peaks of the Jotunfjeld and other mountains.

1<sup>1</sup>/<sub>4</sub> M. †**Lillehammer**. — \***VICTORIA HOTEL**, well situated, near the bridge over the Messna; \***MADAME ORMSRUD**, in the main street, on the left, a little farther on, whose son-in-law, Hr. Ingenier Lyng, is most intelligent and obliging; charges at both, R. 1<sup>1</sup>/<sub>2</sub>, B. or S. 1<sup>1</sup>/<sub>2</sub>, D. 2 kr.;

*Hammer's* pleasant hotel, lower down, near the church, was closed in 1878. The steamboat-pier is fully 1 Engl. M. from the hotels; omnibus to and from the pier gratis. — *F. Friisenberg*, on the E. side of the main street, sells well-executed silver plate and trinkets at moderate prices; tastefully carved meerschaum-pipes, etc. at *G. Larsen's*, on the opposite side of the street.

DILIGENCE to *Aak* and *Veblungsnes* on Sundays at 7 a.m., Tuesdays at 6.30 a.m., and Fridays at 7 a.m.; a journey of 3 days (spending two nights on the road; fare 40 kr.). In the height of the season all the seats are sometimes engaged a week or a fortnight in advance (a telegram may be sent from Christiania); but early or late in the season there is less difficulty, and the diligence is then pleasant and inexpensive conveyance for a party engaging all the four seats. — Over the Dovrefjeld to *Støren* on Wednesdays at 7 a.m.; a journey of three long days (spending two nights on the way; fare 48 kr.). Same remark as above. — Omnibus to *Gausdal Sanatorium*, see above. — CARRIAGE with pair of horses from Lillehammer to *Aak* or *Veblungsnes* (24½ M.) 150-200 kr.; to *Støren* (28¼ M.) 200-250 kr., according to the demand. A *Trille*, or carriage without a hood, is cheaper. The journey may be performed in one of the following ways, a distinct bargain being made beforehand with the driver in each case, and the halting-places fixed. The same horses may be taken for the whole journey, in which case the pace is very moderate, and the journey to *Aak* or to *Støren* takes 4-5 days or more; or horses may be changed at each station, in which case the whole journey to either of these places may be performed in 3 days. The charge is about the same for either plan. The driver expects a fee ('Drikkepenge') of 5-6 kr. in each case. — The CARRIOLE journey to *Veblungsnes*, including fees to the post-boys ('Skyds gutter'), changing horses in the usual way, costs about 50 kr., to *Støren* about 59 kr. — The last mode of travelling is the least expensive and most independent, and is specially recommended to PEDESTRIANS, a party of whom may pleasantly vary their journey by driving on the more level and downhill stages, and walking on the others, on which last one cart (*Stolkjærre*) will generally suffice for their luggage. The finest points in the GUDBRANDSDAL are *Fossegaarden* (with the *Hunderfos*), the stage from *Formo* to *Kirkestuen*, *Laurgård* and the ravine above it, and *Dombæs*; in the ROMSDAL the whole valley from *Ormein* to *Aak*; on the DOVREFJELD *Jerkin*, the stage from *Kongsvold* to *Drivstuen*, and that from *Austbjerg* to *Bjerkaker*. The journey, if judiciously varied as suggested, will be found very enjoyable, especially from *Dombæs* either to *Aak* or to *Støren*, or in the reverse direction, and may in either case be accomplished in 4-7 days.

STEAMBOAT to *Eidsvold* in 7½ hrs., daily at 10 a.m.; fare 5 kr.

Lillehammer is beautifully situated on the *Messna*, on the E. bank of Lake *Mjøsen* (comp. p. 36), about 150 ft. above the lake, and 1⅓ M. below the influx of the *Lougen* (*Laug*, *Laag*, or *Log*, i. e. 'river'; *Laagen*, 'the river'; 'the Logen', though generally used, is grammatically speaking, a pleonastic expression). The town (1560 inhab.), which presents a modern appearance, has enjoyed municipal privileges since 1827 only. It is called Lillehammer ('little hill') to distinguish it from *Hamar* or *Stor Hamar*. The principal building is the substantial and handsome Grammar School (*Latinskole*), at the S. end of the main street, overlooking the church and the lake. A cotton-mill (managed by Hr. *Ingenier Lyng*), saw-mills, flour-mills, and a manufactory of agricultural implements add to the importance of the place. Lillehammer is a pleasant point for a short stay, and being the terminus of the *Mjøsen* steamboats and the starting-point of the Gud-

brandsdal route, is a very busy place in summer and a great rallying-point for travellers. — The turbulent *Messna* forms several beautiful \*Waterfalls (the *Helvedeshøl*, or 'hell-cauldron', and others) about  $\frac{1}{4}$  M. to the N.E. of the town (1 hr. from the hotels there and back). Pleasant walk of  $\frac{1}{2}$  hr. to the S., passing the Grammar School, to a bench on the road-side, commanding a fine view. To the E. of Lillehammer stretches a vast tract of forest, wild and almost uninhabited. The *Messna* and the *Messna Lakes*, in a sequestered situation 1 M. to the E. (reached by a rough, and at places swampy forest-path), afford good trout-fishing.

On the W. bank of Lake *Mjøsen*, which is here less than  $\frac{1}{8}$  M. in width, opposite Lillehammer (ferry adjoining the steamboat-pier), lies †*Gaarden Vingnæs*, a posting-station, prettily situated, from which †*Diserud* in the *Gausdal* (see above) is  $\frac{7}{8}$  M. distant. A good, but somewhat hilly road, with the stations †*Grytestuen* and †*Sveen*, leads from *Vingnæs* to ( $\frac{3}{4}$  M.) †*Gjøvik* (p. 37), a pleasant route, following the bank of the picturesque lake, but rarely frequented by travellers. The steamboat-trip from Lillehammer to *Gjøvik* takes  $2\frac{1}{2}$  hours. Thus far the lake is narrow, and is bounded by picturesque and partially wooded hills of considerable height. Beyond *Gjøvik* it expands, and the scenery, though still pleasing, becomes tamer. — *Gjøvik*, and the routes thence to Christiania and through Valders to *Lærdalsøren*, see R. 4, ii, a.

## 16. Routes from the Gudbrandsdal to the Jotunfjeld, and to the Sognefjord, Nordfjord, and Storfjord.

### A. To RØDSHEIM, THE SOGNEFJELD, FORTUN, AND THE SOGNEFJORD.

RØDSHEIM is reached by one of four different routes from the Gudbrandsdal: 1. Road from *Storklevstad* (p. 138) diverging between that station and Bredevangen, to *Nordre Snerle*  $\frac{4}{5}$  M.; 2. Road from *Bredevangen* (p. 138), diverging between that station and Moen, to *Nordre Snerle*  $\frac{2}{3}$  M.; 3. Road from *Laurgaard* (p. 137) direct to *Nordre Snerle*  $\frac{1}{8}$  M. From *Nordre Snerle* to Rødsheim  $\frac{5}{8}$  M. more. 4. Bridle-path from *Møllen* (p. 135) to *Aanstad*, about 5 M. (1-2 days), and thence by road to Rødsheim  $\frac{2}{3}$  M. (see below). Travellers from the S. are recommended to take the third of these routes, those from the N. the fourth. — From Rødsheim to the Sognefjord there are bridle-paths only, but part of the journey may be performed by road as far as Grjotlid. No time should be lost in reaching *Stamstad* or *Lom* (though a digression may be made to the picturesque *Oxfos* near Storvik), but beyond that point ample time should be allowed for the enjoyment of the magnificent scenery. — As the roads are all somewhat rough and hilly, good walkers will probably prefer to perform the greater part of the journey on foot, hiring a *Stolkjærre* for luggage.

From *Snerle*, where the first three of the above-mentioned roads unite, the road follows the somewhat monotonous valley of the *Ottå* to —

$\frac{3}{4}$  M. †*Serum*, or *Sørheim* (\**Inn*, comfortable),  $\frac{1}{8}$  M. to the W. of which is the curious old church of *Vaage* or *Svee*. In the

distance rises the snow-clad *Lomsegg* (p. 148). The road now follows the S. bank of a lake 4 M. in length, called the *Vaagevand* as far as Stamstad, and the *Ottavand* farther on, passing a number of gaards, some of which are historically interesting. *Storvik*, one of these gaards, where tolerable quarters are obtainable, about  $1\frac{1}{8}$  M. from Sørum, is prettily situated. Immediately above the lake rises the *Skardhø* (5340 ft.). The *Thesse*, which falls into the lake near this point, descends from the *Theslevand*, a lake abounding in fish, and on its way forms several fine cascades. The most picturesque of these is the \**Orefoss*, which may be reached without a guide in  $1\frac{1}{2}$ -2 hrs. by following the E. bank of the stream. — The scenery is fine all the way to Rødsheim.

2 $\frac{1}{8}$  M. †*Gardmo*, the next station, also lies on the S. bank of the lake, beyond which the road runs more inland.

1 M. †*Søndre Stamstad*, or *Andvord* (\*Station), lies near the influx of the *Bævra* into the *Vaagevand*, which above this point is generally called the *Ottavand*.

A view is obtained of the valleys of the *Bævra* and *Otta*, separated by the huge *Lomsegg*. By the bridge of Lom the *Bævra* forms a waterfall, the milky colour of which indicates that it descends from glaciers. The alluvial deposits at the mouth of the stream have formed a considerable delta, which confines the *Otta* to the N. side of its valley. About  $\frac{1}{4}$  M. from Stamstad we reach the —

\***Church of Lom** (1290 ft.), one of the ancient Norwegian *Stavekirker*, built entirely of resinous pine-wood, and dating from the 13th or 14th century. The architectural forms recall the Byzantine style. The once open roof is now concealed by a flat ceiling, and there are other modern disfigurements. The *Pulpit*, with its sounding-board, and a silk *Flag* with a hand holding a sickle are noteworthy. *Hr. Brodahl*, the pastor, who often obligingly shows the church himself, states that the flag was presented by a neighbouring farmer who introduced the system of irrigation many years ago. This must have been a great boon to the community, as rain is scarce in this district. — The curious dragons' heads on the outside of the church, the scale-like roof, the central tower, and the N. portal should also be noticed. The external woodwork is coated with tar, which has become as hard as stone. The restoration of the edifice is contemplated. — The churchyard contains interesting *Tombstones* of 'Klæbersten', or soapstone, in the form of crosses encircled with rings. — A *Stabbur* at the *Præstegaard*, or parsonage, is also worthy of inspection. — A fair held here annually in July is largely attended by the natives of the W. coast with their sturdy ponies. — The ascent of the *Loms-egg* from Lom is not recommended.

Beyond Lom the road continues to ascend the valley of the *Otta*, while our route here turns to the left.

The ROAD FROM LOM TO RØDSHEIM ascends the narrow and at first well cultivated \**Bærvadal*, with its brawling stream, a picturesque valley, especially when seen by morning light. One of the bridges is a curious old Norwegian structure, and another near Rødsheim is also an object of interest. At one point called the \**Staberg*, where there is a mill, the ravine is extremely narrow, and huge blocks of rock have fallen into it from the hills above. Higher up, the valley expands, but at the same time becomes stony and sterile. Great caution is necessary in driving, as the narrow road runs close to the bed of the stream at places. In the background rise the \**Galdhø*, which conceals the Galdhøpig, and the \**Djuvbra*, forming a most imposing mass of ice and snow. On the right we pass the *Guard Suleim*, with a waterfall, and on the left the falls of the *Glaama* and the hamlet (*Grænd*) of *Glaamstad*.

$1\frac{1}{2}$  M. †**Rødsheim** (\**Inn* kept by *Ole Halvorssøn Rødsheim*, probably the best guide in Norway, a man of unassuming manners, but a good English scholar, and remarkably well informed on every subject in which travellers are interested).

FROM MØLMEN TO RØDSHEIM (about  $7\frac{3}{4}$  M.). Travellers from the Romsdal, desirous of visiting the Jotunfjeld, and of avoiding the long circuit by Dombaas and Laurgaard to Rødsheim, are recommended to walk or ride across the mountains by the bridle-path from *Mølmen* (p. 135) to *Aanstad* or *Skeaker* (about 5 M.), and drive thence to *Rødsheim* ( $2\frac{3}{4}$  M. more). The whole of this route may be accomplished in  $1\frac{1}{2}$ -2 days. A good walker may reach *Aanstad* in 16 hrs. (7 hrs. to the *Nysæter*, 2 hrs. rest, and 7 hrs. more to *Aanstad*); but it is preferable to walk or ride to the *Nysæter* on the first day, and to *Aanstad* on the second, whence *Rødsheim* may be reached in the evening. Guide from *Mølmen* to *Aanstad* 12, horse 12 kr. (*Sivert Paulsson* of *Lid*, near *Mølmen*, is recommended as a guide.)

The route traverses a dreary mountain-tract, the wildness and solemnity of which may almost be described as awe-inspiring. Fine weather is of course indispensable to the enjoyment of the expedition, the chief attraction of which consists in the distant views. Reindeer are occasionally met with. The route is quite unattended with danger, as the track is well defined by means of heaps of stones (*Varder*), to which it has for centuries been the custom for travellers to contribute. Provisions are necessary, as the *Nysæter* affords nothing but coffee, milk, and *Rømmegrød* (wheat-meal boiled in cream, very rich).

1st Day. The path gradually ascends through a birch-wood in the *Grøndal* to the (1 hr.) *Grønsætre* (or sæters of *Enstad* and *Mølmen*), where we obtain a view of the Romsdal mountains. On the opposite side of the *Grøna*, to the left, is a small tarn (*Kjenn*, or *Tjern*, the pronunciation of *kj* and *tj* being identical in Norway

and Sweden). The path descends to the stream and crosses several brooks and deposits of detritus. Aconite and the dwarf birch (*Betula nana*) are frequently seen here, and the Alpine or Lapland character of the flora becomes more marked as we proceed. After 2 hrs. more the path again ascends to the left. The birch disappears, and patches of snow are passed. Looking back, we observe the Svarthøi to the N. of Mølmen, and the Storhøi more to the right. The scenery soon becomes exceedingly bleak and wild. In 2½ hrs. more we reach the top of the first hill (*Toppen*), where we obtain a striking view of the Romsdal mountains to the N.W.: Mongejuret, Vengetinder, the Romsdalshorn (usually called 'Hornet'). To the N.E. are the Svarthøi and Storhøi, and farther distant the Snehætta snow-range. To the S.W. rises the Løfthøi with its large glacier, adjoined by an amphitheatre of black precipices and a broad expanse of snow. (This glacier is about 1 M. from the Nysæter, and should be reached thence in about 3 hrs., by following the course of the *Lora*; but no guides are to be had there, and in 1877 the sater girls were even unaware of its existence.)

From the first 'Top' a ride of 1 hr. to the S. over stony ground, scantily overgrown with reindeer-moss, chamois-cress, and other Lapp flora, brings us to the second Top called the \**Digervarde*, about 5000 ft. in height, which commands a view of the whole Jotunheim chain, from the Glittertind to the Fanaraak and beyond it. The Galdhøpig is particularly prominent.

We now descend in about 2 hrs. more, over loose stones part of the way, to the **Nysæter**, a building with four rooms, kept by civil herd-girls. (There is one bed which will accommodate two travellers. Alpine fare. Everything clean, though homely.) The girls call (*lokken*) the cattle down from the hills in the evening by singing 'Fjeldvise' similar to those with which Jenny Lind once delighted the world.

2nd Day. By starting very early, we may reach Aanstad soon after noon. The monotonous track crosses the *Lorafjeld*, which it reaches in about an hour. It passes several tarns (*Tjørn*, *Kjærn*, or *Kjønn*) and the W. side of the larger *Fillingsvand*. The broad snow-clad mountain to the left is the *Lomshorung*. We cross the discharge of the *Fillingsvand*. Among the interesting mosses occurring here are the *Rensdyrsmosse* (which the cattle eat), the *Komasøe* or *Hvidkrølle*, and the golden yellow *Gulskin*. The *Betula nana* covers the ground so densely at places as to form a kind of carpet.

After a walk or ride of 3-4 hrs. from the Nysæter we reach the W. end of the *Lomshorung*, where a halt is usually made. To the W. lies the \**Aursø*, a fine sheet of water with a magnificent mountain background. The path next skirts the W. slope of the Horung for 1 hr., commanding a view of the mountain range on the S. side of the Ottadal, including the *Lomseggi* and the *Hestbræ*.

*pigge* (p. 148). About 2000 ft. below us lies the valley and its western ramification. This scene is admirably calculated to convey to the traveller an idea of the immense disproportion between the extent of the mountain wilds and that of the cultivated land in Norway.

As we descend, the vegetation rapidly becomes richer (*Linnaea borealis* abundant), and the temperature rises. On the slope to the right is the first sæter on this side of the route. The path descends to the *Aura*, the discharge of the *Aurø*, which forms a fine waterfall. Pines and afterwards birches re-appear. The first gaard on the slope of the valley is *Bakke*. Among those that follow, one on the left has a tastefully carved portal. The rye and barley-fields here are watered by hand with a kind of shovel (*Skjelræk*). In 1 hr. from the point of view above mentioned we reach the bottom of the valley. (The ascent in the reverse direction takes 2 hrs.) The path crosses the greenish glacier-fed *Otta* by a long bridge, commanding a splendid view, and leads to the right to the ( $\frac{1}{2}$  hr.) + **Aanstad** station. The station-master will sometimes give the traveller horses to convey him direct to ( $2\frac{1}{4}$  M.) *Rødsheim*; if not, it is necessary to turn to the left by the (1 M.) *Church of Lom* and drive to ( $\frac{1}{4}$  M.) + *Stamstad*, return thence to the church, and ascend the *Bærvadal* to *Rødsheim* ( $2\frac{3}{4}$  M. in all).

REMARKS ON SÆTER LIFE. In connection with the above route a few remarks on sæters may not be unacceptable to the traveller. The sæter, or mountain chalet, consists of two rooms at least, one for the use of the inmates, and also for cooking purposes, with the *Skorsten* or fire-place (also called *Arne* or *Grue*); the other (*Melkebod*) for dairy purposes. Over the fire hangs an iron pot or kettle by a chain, and adjacent there is usually a boiler built into the wall for the preparation of the cheese. The whey (*Mysa*, *Prim*) is chiefly used for feeding pigs, and is often carried down to the valleys in drum-shaped tubs (*Flasker*, *Krukker*). The sæters formerly had no chimneys, the smoke being allowed to find its way out through an opening (*Ljor*) in the pyramidal shaped roof, which at the same time afforded light. The cows (*Kør*), often accompanied by sheep (*Sauer*) and pigs (*Svin*), are usually sent up to the mountain pastures (*til Sæters*) on St. John's Day (24th June), and remain there till 10th September. Women and girls, as a rule, are their sole attendants. In singing their picturesque cattle-call, the sæter girls usually address each cow by name (as *Maieros*, *Helgeros*, *Lekros*, *Palmeros*, *Ternros*), the syllable *ros* being a term of endearment specially applied to cows; also *Maanfrue*, moon-lady; *Krone*, crown; *Gulgave*, gold-gift, etc.). The word *Kuss* is also used to call cows and calves; *Gisa* is addressed to pigs, *Vulling* to sheep, *Sku* to dogs, and *Faale* to horses. Among the dogs at the Nysæter were *Faust*, *Passop*, *Vægter*, *Barfod*, *Spring*, *Freya*, and *Baaer*. Among the dairy utensils may be mentioned the *Melkering* or *Melkekolle* (milk vessel), the *Melkkak* (skimmer), the *Dal* or *Ember* (pail), the *Krak* (milking stool), the *Sil* (milk-strainer, 'sile'), and the *Vandsela* (water-pitcher).

**RØDSHEIM** (1860 ft.; pronounced *Røssheim*), the different routes to which from the E. we have just described, is the best starting-point for the ascent of the *Galdhøpig*, and lies at the junction of the *Leirdal* and the *Visdal*, the two valleys by which the mountain is bounded, and through which run two of the principal routes to the large mountain lakes on the N. boundary of the Valders dis-

trict. The place is therefore often crowded in summer, especially with Norwegian students and pedestrians.

The ASCENT OF THE GALDHØPIG may be accomplished from Rødsheim in 8-9 hrs. (there and back, 14-16 hrs.). The expedition is unattended with difficulty, but the walk is very long and fatiguing, and the ground so stony, rough, and slippery at places that considerable caution must be used. Violent snow-storms frequently prevail on the summit while the weather is fine at the base of the mountain; but such precautions are usually taken that no danger need be apprehended, especially in 'Pigveir' (i. e. 'weather suitable for the peak'). Ole Rødsheim rarely now accompanies travellers to the summit. The usual guides are *Peder Ingbretnsen* and *Knud Olsen Vøle* (4 kr.).

The traveller may ascend on the previous evening to the (2 hrs.) *Raubergs-Sæter* (erected in 1616; good beds, coffee, dried meat, etc.), and spend the night there, so as to diminish the fatigue of the actual ascent. Or he may drive early in the morning from Rødsheim to *Bæverdals Kirke*, and use the same horse for riding thence to *Raubergs-Sæter* and as far as the glacier, which is only 2 hrs. from the top. — The writer was unable to get a horse, as Ole and his horses had crossed the Sognefjeld with a party of English travellers, and the other horses were engaged in the harvest. The start from Rødsheim was therefore made on foot at 5 a.m.; following the road for  $\frac{1}{2}$  hr., we passed the cottage of the guide *Peder Ingbretnsen* at *Mongjel Ødegaard*, and in  $1\frac{1}{2}$  hr. more stopped at the *Raubergs-Sæter*. Starting thence at 7.45, we reached the barren and stony summit of the *Galdhei* (5240 ft.), to the S.W. of the sæter, in 1 hr., whence a view of the Gøckerdal and the Gøcker-axelen is obtained to the E. (The bridle-path, however, rounds this hill on the S. side.) About 10 we reached the *Tverbræ* and the *Djuvvand*, a small glacier-lake, above which rise the amphitheatrical cliffs of *Kjedelen* (7300 ft.). We now for the first time obtained a view of the summit of the Galdhøpig and the *Sveinnaasi*, its dark rocky spur, with the *Keilhaustop* and *Sveinnaaspig*, all rising like dark waves above the vast expanse of the snowy *Styggebræ*. Crossing a field of snow and a stony tract, we reached the *Varde* on the *Styggebræ* at 11.30, rested for half-an-hour, and took 1 hr. more to cross the glacier with its numerous crevasses. The worst part of the route now began. The route traversed loose stones and skirted a deep yawning abyss on the right and the *Styggebræ* with its wide crevasses on the left; it then followed a snowy arête, the slipperiness of which made the precipices on each side appear doubly formidable. About 2 o'clock (9 hrs. from Rødsheim, 7 hrs. from the *Raubergs-Sæter*) we reached the summit, marked by a lofty stone *Varde* 8400 ft.) which affords some shelter, and generally swept free from snow by the prevailing high winds.

The \*\***Galdhøpig**, or *Galdhøstind* (8400 ft.), is the highest

summit of the *Ymesfjeld*, a peculiar mountain-plateau, which is surrounded by the valleys of the Leira, Visa, and Bævra, and connected with the other mountain-groups of Jotunheim (R. 17) by the *Høgvaglen* (p. 169) only. The slopes of the Ymesfjeld on every side are steep. Besides the Galdhøpig, there are few summits rising above the general level of its snow and glacier-clad surface. The Galdhøpig, the top of which is almost always kept clear of snow by storms, is the loftiest mountain in Norway (*Mont Blanc* 15,784 ft., *Monte Rosa* 15,217 ft., the *Ortler* 12,814 ft.). Some shelter is afforded by a high 'varde' of stones.

The view from the summit is unobstructed in every direction. It embraces the almost equally lofty Glittertind (8384 ft.) and the Rondane to the E.; the whole of the Jotunfjeld to the S.; the Horunger, the Smorstabtinder, the Sognefjord, the Jostedalsbræ, and the Nordfjord mountain-chain to the W.; and the Snehætt group to the N. Most of these summits, especially the nearer ones, are pointed and pyramidal in shape, like the Swiss peaks, and do not present the usual flattened appearance of the Norwegian mountains. The scene somewhat resembles a vast ocean furrowed with enormous billows, or an Arctic landscape. No valleys are visible. The distant dark blue water of the Sognefjord alone recalls the existence of the nether inhabited world.

The descent is made by the same route to the Raubergs-Sæter in 4 hrs., and to Rødsheim in 1½ hr. more.

Experienced mountaineers may proceed direct from the summit of the Galdhøpig to *Keilhaus Top* and *Sveilnaaspig*, and descend by the *Sveilnaasbræ* to the *Spiterstul* in the Visdal and thence proceed to *Lake Gjendin* (p. 170). The route, however, requires the utmost caution, all these 'Pigge' being covered with glacier-ice fissured with crevasses (*Spræcker*). *Hr. E. Mohn*, a well-known explorer of the Jotunheim Mts., fell into a crevasse about 400 ft. below the summit of the Galdhøpig on 27th July, 1877, and narrowly escaped with his life.

Rødsheim is also the best starting-point for the ascent of the **Lomseggi** (6885 ft.), the summit of which is reached viâ *Gaard Suleim* in 5–6 hours. It commands an imposing view of the Glittertind and Galdhøpig, and of the Smørstabpigge and Fanaraak to the W., which, however, seem a long way off.

The best survey of the whole chain is obtained from the \***Hest-bræpigge** (6095 ft.), which may be described as the 'Faulhorn' of Jotunheim. Riding is practicable for part of the way. The two peaks of that name rise on the other side of the valley, to the N.W.

A very interesting walk of 1–2 hrs. may be taken from Rødsheim to **Glaamstad**, on the right bank of the Bævra, situated obliquely above Gaard Suleim. We follow the Lom road and (10 min.) cross the Bævra. A rocky \**Hill* here commands a fine view of Rødsheim and the Galdhøer. A pleasant meadow-path then leads to the left through a plantation of alders to (20 min.) the right side of the valley and to Glaamstad, a group of farms by the side of which the *Glaama* descends in four falls. We may then ascend

by the broad track on the left bank of the Glaama in 20 min. more to *Gaard Engeim* on the hill above.

Close to Rødsheim, by the upper bridge across the Bævra, are numerous \**Jettegryder*, or water-worn ‘giant cauldrons’, the largest of which, of an irregular oval shape, is about 10 ft. in diameter. The stones they contain have been lodged there by inundations subsequent to the period when the hollows were formed.

From Rødsheim through the *Visdal* or the *Leirdal* to *Lake Gjendin*, see pp. 171-167.

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FROM RØDSHEIM OVER THE SOGNEFJELD TO SKJOLDEN ( $1\frac{1}{2}$  days; guide and horse 16 kr.). Our route leads to ( $\frac{3}{4}$  hr.) *Bæverdal Kirke*, where the pastor of Lom performs divine service once monthly. On the opposite side of the valley is *Bakkeberg*, with large farm-buildings amid smiling corn-fields. The road ascends steeply through the grand gorge of \**Rusten* (‘wooded hill’) or *Gaden*, with its overhanging rocks, below one of which are the remains of a smithy. Above lies a gaard. Farther on,  $\frac{1}{2}$  hr. from the church, we come to a moor, once the bed of a lake, where the road terminates. Comp. Map, p. 40.

BRIDLE-PATH TO FORTUN. The path which we now follow soon divides. The route formerly most frequented follows the course of the Bævra, passing the *Rusten*, *Netto*, and *Preste* sæters (good accommodation), to the *Høidalsvand*, whence the stream issues in the form of a fine waterfall called the *Høifos*. The other and preferable route soon quits the Bæverdal and ascends the *Leirdal* (p. 177), following the right (E.) bank of the *Leira*, at the foot of the huge slopes of the *Galdhøer* and the *Djuvbrae*. We therefore avoid the first bridge to the right, and cross the *Leira* by the second bridge, following the left (W.) bank of the stream, and passing *Storlien*. Farther on we observe a grand \**Gorge*, through which, however, our route does not lead. On the left descends the *Ilfos*, and facing us is the vast *Veslefjeld* (6065 ft.), with its extensive glaciers; nearer, on the left, is the *Dumhø* with the lofty fall of the *Dumma*, below which lie the *Ytterdals-Sætre* (see p. 177). — The path next ascends the *Bæverkjærn-Hals* (3515 ft.; ‘Hals’, as in Icelandic, ‘a pass’) and quits the *Leirdal*. The *Gjendin Route* (p. 177) turns to the left here, descends to the stream, crosses it, and leads past the *Ytterdals-Sætre*.

The SOGNEFJELD ROUTE leads to the N.W. across the ‘Hals’, and soon quits the region of birches. At the *Varde* it turns to the right, and next reaches the *Bæverkjærn-Sæter* (remarkably clean), below which, to the left, are several tarns (*Kjern* or *Tjørn*). The *Haandklædekasse* (‘towel chest’), the carved folding-table (with a ruffled hand dating from 1768), and the dairy should be noticed. — Farther on we observe the *Høivand* with the *Høifos*, which the above-mentioned path leading through the Bæverdal passes, and

descend to the *Bæverkjærn*, which with its numerous promontories and islands resembles a miniature fjord. We cross the stream flowing out of this lake by a dilapidated bridge, and follow the N. bank of the lake with its milky-looking water, which reflects the *Veslefjeld* and is fed by several lofty waterfalls. On the S. bank, near the W. end, lies the *Rustesæter* (not to be confounded with that above mentioned). To the W. of the *Bæverkjærn* is the contiguous *Bævertunvand*, which the path skirts, often at a dizzy height above it. To the W. of this lake rises the *Sognefjeld*. The whole scene here is one of striking grandeur. At the W. end of the *Bævertunvand* we at length reach the —

**Bævertunsæter** (3075 ft.; 6 hrs. from Rødsheim; one good room with two beds, in which four persons can sleep if necessary, 40 ø. each; Alpine fare, for which payment may be made according to discretion). To this establishment belong 24 cows with their calves, 200 sheep, and 11 pigs. The sheep wander over the mountains in summer without shepherds (*Vogter*), but the cows, summoned by the cattle-calls already mentioned, come down to the sæter in the evening. The pigs generally remain near the building. As in the Alpine chalets, the milk is manufactured here into cheese and butter. The whey (*Mysa*) is carried down to the valley in drum-shaped *Myseflasker* (called *Primstrumper* in the Hardanger), slung over the backs of horses. The cords used here are made of twisted willows, and the horses are tethered in an ingenious manner. The sledges and carts are made of wood, frequently without the aid of a particle of iron. The girls will sometimes sing their untutored but not unmelodious songs by the fireside of an evening, a performance for which of course no payment is expected or ought to be offered. — As the next human habitations, the *Turtengred* and *Gjessingen* sæters, are 7-9 hrs. walk from the *Bævertun* Sæter, an early start should be made. The route leads for  $1\frac{3}{4}$  hr. through the somewhat monotonous valley of the *Bævra*, until it reaches the *Nupshaug*, a curious rocky knoll in the middle of the valley. Adjoining it is a fall of the *Bævra*; to the left are two other waterfalls, all of which unite here. We now ascend to a higher region of the valley and obtain a view of the enormous \**Smørstabbræ*, one of the most extensive glaciers in Norway, a perfect sea of snow and ice, overtopped by the *Smørstabpigge*, the ascent of which may be made from the sæter (10-12 hrs., there and back) without material difficulty. The services of *Ole Rødsheim* should, if possible, be secured. The *Bævra* issues from the glacier, at the end of which there is a magnificent ice-cavern (digression of  $\frac{1}{2}$  hr.). — In  $\frac{3}{4}$  hr. more we come to a stone *Varde* surmounted by a wooden figure, bearing the inscription: —

‘Vær rask som en Løve, Og skynd dig som en Hind!'

See Veiret det gryner i Fanaraak Tind!'

‘Be quick as a lion, haste thee like a hind; see how the storms lower over the Fanaraak Peak!'

In  $\frac{1}{2}$  hr. we now reach the actual *Fjeld*, and in  $\frac{1}{4}$  hr. more the *Fantestener*, where a tramp (*Fant*) is said to have been shot 'more than a century ago' (the date usually assigned in Norway to remote events). Adjacent is a small lake with patches of snow. Grand view hence of the *Smørstabbræ*, and of the *Fanaraak* (about 7200 ft), farther to the W., from which other glaciers descend. — We soon reach the highest point of an extensive mountain-tract, and cross the boundary of Bergen - Stift (4630 ft.). To the left we observe the *Rauskjøldvand*, and afterwards the *Prestestenvand*, into which the *Fanaraakbræ* immediately descends. Several hours are next spent in passing this almost contiguous series of lakes and glaciers. The route is marked at frequent intervals by means of *Varder*, so that an observant and experienced traveller may almost dispense with a guide. Should fog set in, one *Varde* should not be quitted until another is descreed. Failure to observe this precaution might easily cost the wayfarer his life.

At a curious looking *Varde* called the 'Kammerherre', consisting of a tall mass of rock with a pointed stone on the top, it is usual to rest. The route soon descends steeply to the *Herrevand*, the stream flowing out of which we cross by the *Hervasbrui* (*Brui*, bridge), about 5 hrs. from the *Bæverturnsæter*, and halfway to Fortun. The route next rounds the projecting buttress of the *Fanaraak* and passes the *Galjebergvand*, and afterwards the *Djuvvand*, fed by the glacier stream *Djuvvandsaa*. On our left now rises the W. side of the *Fanaraak*, and we soon survey the whole range of the *Horunger* (p. 181) rising beyond the deep *Helgedal*, the best point of view being the \*\**Oscarshoug* (3730 ft.), a slight eminence to the left of the path. The Horunger embrace three groups, the first consisting of the *Styggedalstinder* and *Skagastølsstinder*; the *Dyrhougstinder* form the second, and the *Riingstind*, *Soleitind*, and *Austabottind* the third. From the *Oscarshoug*, which may be termed the 'Wengernalp' of Norway, part of the dark green Sognefjord is visible near Skjolden.

The route now descends rapidly. The first *sæter* is that of *Turtegrød* (2780 ft.; preferable to *Gjessingen* which lies a little below it), to reach which we diverge to the right. This *sæter* affords Alpine fare, but is not recommended as quarters for the night. It is occupied in summer by a family with numerous children, and is far from clean. The traveller will also be struck with the vivacity of the natives of Bergen-Stift, which presents a marked contrast to the calm and placid disposition of those of the Gudbrandsdal.

The ascent of the *Fanaraak* (about 7200 ft.), which is free from difficulty, has of late been sometimes made from the *sæters* (or *Sæl*) of *Turtegrød* and *Gjessingen* (8-10 hrs., there and back). — From Fortun to the *Horunger* and *Dyrhougstind*. see p. 181.

From *Turtegrød* or *Gjessingen* to Fortun is a walk of about  $2\frac{1}{2}$  hrs. more (ascent 3-4 hrs.). The path is good, but extremely steep, and unpleasant for riding. The river forms a series of re-

markably fine falls, the chief of which are the *Dokkafos* and the *Simogafos*. Below us lies a picturesque smiling landscape, while behind us tower the wild and majestic Horunger with their perpetual snow-mantle, presenting a very striking contrast. We pass the pleasant gaards of *Optun* (1350 ft.), *Søvde*, and *Berge* (1085 ft.), situated amidst corn-fields and orchards. A few paces beyond Berge we suddenly obtain a survey of the beautiful Fortundal, about 600 ft. below. The path descends the famous *Fortungalder* in zigzags to the hamlet of *+Fortun*, with its handsome gaards and ancient timber-built church. (\**Station at the Landhandler's.*)

The \***Fortundal**, a deep and narrow valley, somewhat resembling that of Lauterbrunnen, but with a well-cultivated floor and wooded slopes, extends from the *Lysterfjord* (a branch of the Sognefjord, p. 54), for about 2 M. to the N., as far as the glacier-mountains near the *Tvaerdalskirke* and the *Tundradalskirke* (*Tunduri*, 'mountain', a Finnish word). — Travellers from the Sognefjord to Fortun, who do not intend crossing the Fjeld, should endeavour to extend their journey as far as the *Oscarshoug*, mentioned above, a most interesting walk or ride of 6-7 hrs. (there and back), or at least as far as the gaards of *Berge*, *Søvde*, and *Optun*, and some of the waterfalls higher up (3-4 hrs. there and back). Travellers intending to walk across the Sognefjeld may save themselves some fatigue by riding as far as the Oscarshoug. — Pleasant walk from the inn at Fortun up the valley to the \**Gorge* on the right, from which the *Helgedalselv* is precipitated into the Fortundal ( $\frac{1}{4}$  hr.). Crossing both bridges, we reach an eminence immediately above the fall, in which a fine rainbow is formed by the morning sun. We may then proceed in 5 min. more to a bridge over the *Fortundalselv* and (without crossing the bridge) to a small rocky \**Hill* by the *Havshelbos* (whence a rude ladder descends to the salmon-fishing apparatus), and thus obtain a view of the beautiful valley in both directions, and of the lofty *Lingsfos* to the S. — An even finer prospect is commanded by the *Church Hill* to the S. of the inn (450 ft. above the fjord).

The birches and alders here, as is so often the case in Norway, are sadly mutilated, being periodically stripped of their foliage which is used, alternately with hay, as fodder for the sheep and goats. The cows also eat it readily, but their milk is apt to be unpleasantly flavoured by it. The barley-fields are remarkably luxuriant. The potato-plant often attains a height of 2 ft. or more.

FROM FORTUN TO SKJOLDEN ( $\frac{3}{4}$  M.). The route is by a bridle-path for about  $\frac{1}{4}$  M. ( $\frac{1}{2}$  hr.), beyond which there is a good carriage-road. Beyond the church hill we pass the village of Fortun, and a little farther on we observe *Guard Fuglesteg* ('bird path') at a dizzy height above us (past which a fatiguing path leads to *Furnes* at the E. end of the *Aardalsvand* in the *Aardal*; see p. 53). We next pass the *Kvæfos*, descending from the height on the left,

and then, beyond the *Smalaberg*, which overhangs the path and the stream, the *Lingsfos*, mentioned above. We soon reach the *\*Eidsvand*, into which the Fortundalselv falls; on the N. side of the lake rises the huge rocky wall of the *Jersingnuasi* (3088 ft.). From the end of the lake, whence a view of the *Fanaraak* is obtained, the road crosses the *Eid*, an old moraine, on which *Gaard Eide* now stands, and descends to the *Lysterfjord*. A ferry-boat (rowed by the quaint old 'Færgemand', *Ole Halvorsen Eide*) finally conveys us across the fjord, past the mouth of the rapid *Fortunelv*, where numerous salmon-nets are laid, to **Skjolden** (\**Station* at the first gaard, fast for boats, slow for horses), a steamboat-station at the head of the *Lysterfjord* (p. 56; steamer to *Lærdalsøren* at present on Mondays at 3 p.m. and Thursdays at 1 p.m.). The moraine at the back of the gaards commands a fine view of the *Eidsvand* and the *Fortundal*, and of the narrow *Mørkrisdal* to the N., a valley parallel with the *Fortundal*, and extending for 2 M. as far as the *Tværdalskirken Fjeld* (6885 ft.), an almost unknown region lying between *Bergens-Stift* and the *Gudbrandsdal* district. At the mouth of the *Mørkrisdal* there are also large moraines occupied by gaards. — From *Døsen*, about  $1\frac{1}{4}$  M. lower down the fjord, there are three steamers weekly to *Lærdalsøren* (one on Saturdays at 7 a.m., besides the two mentioned above). From *Døsen* to the *Jostedal*, see pp. 56, 54.

#### B. TO MEROK ON THE GEIRANGER FJORD.

Besides the more frequented routes over the *Sognefjeld* already described, several others cross to the western fjords; but they are all fatiguing, involving a walk or ride of 12-14 hrs. over extremely bleak mountain wildernesses. The scenery, however, is very imposing at places and the journey is unattended with danger. The usual charge for a horse and guide for the mountain route is 8-12 kr. (provisions necessary).

A peculiarity of all these routes is that they ascend gradually from the *Gudbrandsdal* to a lofty and comparatively level mountainous tract, after traversing which for some hours they descend abruptly several thousand feet to the western fjords. This final descent, partly over snow, coming at the end of a long and rough walk or ride, is far more fatiguing than the ascent at the beginning of the expedition. Few of the routes actually cross glaciers, but they all lead past enormous deposits of snow and ice. The marked contrast between the wild scenery of these mountains, with their sharp and exhilarating air, and the rich vegetation of the smiling fjords, where the weather is often oppressively hot, may be regarded as one of the chief curiosities of Norway, especially as these entirely different regions are often within two or three hours' walk of each other. The contrast would, indeed, be hardly more striking were the Lake of Como transferred to the heart of the wildest snow and glacier scenery of Switzerland. — All these routes radiate westwards from the *Lindsheim* station, or rather from *Aamot*,  $\frac{1}{2}$  M. above *Lindsheim* (p. 155). The following are the most important: —

(1). The southernmost leads through the *Brededal*, past the *Liavand*, to *Faaberg* in the *Jostedal*. This route is described by Mr. Milford in his 'Norway' as one of surpassing grandeur, the view of the *Jostedal* and of the huge towering *Lodalskaue* being almost unparalleled. If the traveller is prepared for a very fatiguing expedition of 15 hrs. (on the second day), he drives from *Lindsheim* to *Mørk*, walks or rides by the *Dyrings-*

*Sæter* and past the picturesque *Liavand* to the *Sota Sæter* (2470 ft.), and thence to the *Røkjeskaalvand* (3070 ft.), where the night may be spent at the *Musubyttsæter*. Next day the *Svartrydal* is ascended to the *Hanspikje* (4519 ft.), whence the route descends steeply through the *Sprengdal* to the *Jostedal*. In the latter valley tolerable quarters may be obtained at the *Faabergs-Støl* (p. 55).

(2). Two others lead to *Opstryen* on the *Nordfjord*. That formerly used leads from *Mørk* over the *Dyringshø* to the *Framrust-Sæter*; thence past the long *Raudalswand* and up the *Nordfjordbrae* to the *Kamphamre* (4270 ft.), from which there is a tremendous descent of extraordinary abruptness into the *Sundal* (967 ft.); finally through the *Gjelledal* to *Visnæs* on the *Nordfjord* (see p. 125). — The *New Route* from *Grjotlid* to *Opstryen*, see p. 156.

(3). Another leads to *Merok* on the *Geiranger Fjord*. Now that the new road to *Grjotlid* is completed, this is the most frequented route across the *Sognefjeld*. It leads direct to the magnificent scenery of the *Geiranger Fjord*, probably the grandest fjord in Norway. At *Stabrekken* (p. 157), about halfway across the mountains, there is a hut where the night may be spent. The glacier scenery on the last half of the route and the descent to the *Geiranger Fjord* are strikingly impressive and picturesque. This route, being the most important of the series, is the only one which need be described in detail (see below).

(4). A route to the *Tafjord*, an arm of the *Storfjord* (p. 128). The route from *Grjotlid* through the *Kalurdal* to the *Tafjord* is very rarely traversed by tourists, being inferior to the last-mentioned.

**FROM THE GUDBRANDSDAL TO THE GEIRANGER FJORD.** Route to *Stamstad* and the *Church of Lom*, see p. 143. By the Church of Lom the *Redsheim* road turns to the left, while our route leads to the W., passing the *Ottavand*. The high mountain on the left is the *Lomseggi* (p. 148), and that to the N. the *Loms Horung* (5650 ft.). The country here is tolerably well peopled. On the slopes of the valley lie a number of farm-houses, the lands of which are separated from each other by long stone walls (whence they are called *Skidgaard*), and the rye and barley-fields are frequently enlivened with reapers and gleaners. Part of the road is bordered with alders, a tree rarely seen in Norway.

1 $\frac{1}{4}$  M. +*Aanstad*, a good station, to the E. of the church of *Skeaker* (see p. 146). Farther on, the road traverses thick deposits of sand, the remains of old glacier-moraines. On the right we pass the confluence of the *Aurelv*, descending from the *Aursø* (p. 146), with the bluish-green *Ottaelv*, which the road soon crosses. On the left we obtain a view into the *Lunderdal*, with its immense moraines; to the left rise the glacier-clad *Hestbrapigge* (p. 148), and in the background the *Holatinder*; on the right the valley is bounded by the *Grjotafjeld*, the *Tværjfjeld*, and the *Svaahø*, of which the two first are upwards of 6350 ft. in height.

A little farther on, we pass the ruins of a bridge. From the *Svaahø* (6110 ft.) descend several waterfalls from a height of nearly 3000 ft., besides a number of avalanche-tracks. The mountains are somewhat monotonous, but of imposing dimensions. The *Otta* is crossed by a bridge in the old Norwegian style. Up the valley

we obtain a fine view of the snow-clad *Glitterhø*. The river expands into the form of a lake, on which there are several boats.

1 M. <sup>+</sup>Lindsheim, a good station. *Lars*, the landlord, a well informed man, sometimes acts as a guide. His father Peder Olsen now lives with him as 'Fødersmand' (retired proprietor). Tastefully painted clock and cupboard. ('*Skrivarbred*' and '*Bagers*' are two kinds of cake esteemed by the natives.)

A good road leads from Lindsheim to *Mørk* in the *Brotedal*, whence a bridle-path crosses the mountains to the *Jostedal*, and another leads by the *Framrust-Sæter* to *Opstryen* (see above).

From Lindsheim to (3 M.) Grjotlid the traveller is conveyed in a stolkjærre, which is required by the authorities to have broad wheels. As long as the road remains in the valley of the *Otta*, it is of the ordinary width, but afterwards becomes so narrow that two vehicles cannot pass each other. It was constructed and is kept up by government. For the greater part of the way it leads through a vast wooded and stony wilderness, but is useful to the proprietors of the sæters on the neighbouring hills, whose traffic it facilitates, and even to the inhabitants of the Upper *Gudbrandsdal*, who find it cheaper to bring some of the necessities of life over the mountains on horseback from the western fjords than from *Lillehammer* in carts. — In the summer of 1878 the writer met a government engineer at Grjotlid who was engaged in planning a continuation of the road to *Merok* or to *Opstryen*.

After leaving Lindsheim the road passes the *Nordbjergskirke*, erected in 1864. Above the thin pine-woods we observe the *Gjødingsbæk*, which descends from the *Heiberg*. — The *Dønnfos* Bridge which crosses the *Otta* commands a view of three valleys, the *Tundradal* to the S., the *Brotedal* to the W., and the *Billingsdal* to the N., at the junction of which lies *Aamot* ('meeting of the streams'). — Beyond this point the road begins to ascend considerably, and traverses a vast tract of rocky debris (*Ur*). On the left flows the *Otta*, which descends from the *Høgerbotten Vand* and forms the *Øibergsfos*. Looking back, we obtain a view of lofty mountains with glaciers, including the *Tværfield* and *Bjørnskred*.

The *Høgerbotten Vand*, with its wooded islands, occupies a higher region of the valley. In the background is the *Skridulaupbra*, with the *Glitterhø* and the *Framrusthord*, and to the right, on the hill, lie the *Høgerbotten Sætre* (3040 ft.). Passing a saw-mill (*Sagbrug*), we next reach the *Frederiksvand* and *Polvand* (1930 ft.). The road now ascends continuously through wild forest, where thousands of fallen trees and branches broken off by the wind (*Vindbrud*) are left to decay. This scenery will often recall the interesting pictures of Hr. Cappelen, the Norwegian artist. The road skirts for nearly  $\frac{1}{4}$  M. an unbroken series of cataracts formed by the *Otta*, forming the *Polfos* ('*Kjakke Fosse*'). At rare intervals the traveller meets with 'Sæterfolk' bringing their way in 'Myseflasker' down from the mountains. — Farther on we pass a water-

fall on the right, and then by a wooden bridge cross the *Thordalsos*, an imposing waterfall descending from the *Thordal* on the N., and fed by the glaciers and snow at the head of that valley. On hills formed by deposits of debris, to the right, lie the sæters of *Billingen*, to the S. of which, on the opposite side of the *Otta*, is the *Aasen-sæter*. A number of the pines in this neighbourhood are curiously shaped. The scenery presents no great attraction, but a peculiarity of the climate here is that rain is very rare in summer. The large glacier-streams *Otta* and *Thordalselv* flow through a dry and barren wilderness. To the right, farther on, we observe the *Nysæter*, and we next pass the *Vuluvand* (2685 ft.), a pretty mountain-lake, into which the *Vuludalselv* falls. The road is now comparatively level. On both sides and in the distance rise snow-clad mountains. On the left is the *Skridulaup-Brae*, with its ice-basin ('*Botn*'). We then pass the *Heimdalsvand* and *Grjotlidsvand*, and after a drive of fully 3 M. from Lindsheim, at length reach —

**Grjotlid** ('stony slope'), a *Fjeldstue* or small mountain-inn belonging to the government, and containing two double beds. Excellent trout (*Fjeldørreter*) are generally to be had, but otherwise the fare is simple. The occupants own several horses, a dozen cows, and about 225 goats. The various processes of cheese-making may be conveniently seen here. The favourite Norwegian *Gammel-Ost* (literally 'old cheese', dark-brown in colour, and with a peculiar sweet taste) takes nine months to mature. The departure of the flock for the pastures in the morning and their return in the evening, accompanied by the singing of the girls who tend them, is a very picturesque sight. Reindeer and bears abound in the neighbourhood. The latter are epicures in their way, carrying off pigs when they can capture them, but despising goats' flesh.

FROM GRJOTLID TO OPSTRYN (8-10 hrs.). This is the newer and more frequented of the routes above mentioned from the Gudbrandsdal to the Nordfjord, but is less interesting than the route to Merok. It turns at once to the S.W. to the *Heilstuguvand*, passes the base of the *Skridulaupbra* which lies to the S., and leads through the *Vatsenddal* and across the boundary of Bergens Stift into the *Gjelledal*. Rowing from the E. to the W. end of the *Opstryns-Vand*, we then reach the Skydstation, whence we drive to *Tønning* and *Visnæs*, on the Nordfjord (p. 125). A steamer usually leaves Visnæs for Bergen about six times monthly (a voyage of 31-49 hrs.); or the traveller may row to *Faleide* and proceed thence to the N., or to *Udvik* and thence to *Førde* (steamer to Bergen once weekly) or to *Vadheim* (three or four steamers weekly). Comp. R. 14.

FROM GRJOTLID TO MEROK (10-12 hrs.; horse and guide 8-10 kr., and fee). This grand and interesting mountain-route is rough and fatiguing, and justly described by the natives themselves as '*tung Vei*'. Walking is on the whole preferable to riding, but the pedestrian must wade through the *Hamsa*, a rapid stream of considerable size which falls into the *Breidalsvand*. The scenery is somewhat monotonous as far as the huge *Uplodsegg*, a conspicuous object towards the W., but not without attraction. The *Vatsendegg* to the S. is reflected in the clear waters of the *Breidalsvand*. The flora

is of an Alpine character. Save the rare flight of a few 'ryper' or a 'stenjerp' by the wayside, hardly a sign of life is to be seen in these mountain solitudes. The only sound that meets the ear is the constant rushing of the numerous brooks which fall into the Breidalsvand. This lake, about  $\frac{1}{4}$  M. in length, like so many others among the Norwegian mountains, is one of a series of lakes extending into the higher mountains, each of which is a little higher than the one below it. All those above the Breidalsvand are called *Djupvande*, the highest of which, at the base of the snow-clad Uplødsegg, lies at the beginning of the fine scenery of the route, which is perhaps unsurpassed in Norway except by that of the Lyngenfjord in Finmarken.

Beyond Grjotlid trees disappear entirely from the landscape. After 1 hr. a large valley diverges to the N.W., through which a path leads to the *Kalurdal* and the *Tafjord* (see p. 154). We cross the *Kjærringselv*, then the *Skomagerelv* (in which a shoemaker is said once to have been drowned), and afterwards the *Hamsaelv*. A walk or ride of  $2\frac{1}{2}$ -3 hrs. brings us to the W. end of the Breidalsvand, which pedestrians are recommended to traverse by boat (with one rower in addition to the guide). The path next runs at a considerable height above the *Djupvande*. The *Uplødsegg*, which becomes grander as we advance, rises in the form of a huge wall of rock on the S. side of the highest (the third) *Djupvand*, with a flat summit, presenting the appearance of having been sharply cut off, and is covered with a snowy mantle (*Laken*), offshoots from which descend to the green lake. Avalanches fall into the water at very frequent intervals. On the N. side rises *Breidalseggen*, with its snow-fields and rocky wildernesses (*Ur*), which our dizzy path now traverses. The desolate character of the scene is occasionally relieved by clusters of beautiful Alpine flowers and a few butterflies. At the W. end of this tract is a small *Fjeldstue*, which has been erected by government, the woman (*Jente*) presiding over which supplies coffee ( $\frac{1}{2}$ -1 kr.; not a suitable place for spending the night, and far from clean). This hut near *Stavbrekkene* is reached from Grjotlid in 5-7 hrs., and Merok in 4-6 hrs. more. The *Jente* also has charge of 100 sheep, 50 goats, and a couple of pigs, which spend the night in the open air.

We now ascend in 20 min. to \***Stavbrekkene** (*Stav*, 'stratum', 'layer'; *Brek*, 'cliff'), with the highest *Djupvand*, from which the *Djupvandsfos* descends. To the W. tower huge walls of rock, beyond which is the ice-fall of the *Nordfjordbræ*, a glacier virtually unknown, with the *Rindalshorn* forming its centre. There is now no distinct path, but our route leads round the E. side of the lake for 1 hr., crossing numerous torrents and waterfalls. Large masses of ice, which have become detached from the glacier, are seen floating in the green lake. Travellers liable to dizziness will feel a little uncomfortable here, but the route is unattended with danger. —

At the N. end of the lake we ascend for about 20 min. more, over rocks worn smooth and almost polished by glacier-friction, and at length reach the culminating point of the pass (about 3500 ft. above the sea-level), the watershed between the Gudbrandsdal and the western fjords, where we obtain a stupendous \*\*VIEW of the finely shaped mountains around the Geiranger Fjord, which itself becomes visible a little farther on. The configuration of the rocks here is ribbed or wave-like, with deposits of snow and pools of water lying in the hollows, and has most probably given rise to the name (see above).

The direction of the path is now indicated by small and hardly noticeable heaps of stones (*Varder*); the descent is extremely steep, and this is perhaps the most unpleasant part of the whole route. At the head of the Geiranger valley we observe two large waterfalls descending from a lofty cliff, which afterwards unite to form a single fall. We soon reach the *Oplandske Dal*, the highest basin of the valley, once filled by a lake, and bounded on the E. by the *Holenabba*, rising above it like a wall. In this basin lies a large and thriving gaard (1365 ft.), beyond which the route, now a kind of cart-track, again descends very steeply. Fine waterfalls are seen in every direction, and several other gaards are passed. Below us lies the fjord with the small church 200 ft. above it; on the height opposite, to the N., lies the gaard of *Vesteraas*. — At length, in 3-4 hrs. from the summit of the pass, we reach —

**Merok** (*Inn of Martinus Meroek*, very fair), on the *Geiranger Fjord*, nestling at the foot of rocks, and surrounded with rich vegetation. View of the fjord picturesque, but limited. Numerous *Nest*, or 'boat-houses'. — Comp. p. 128.

## 17. Jotunheim.

The greater part of Norway, as has been repeatedly mentioned, consists mainly of a vast table-land, descending abruptly at the margins, rising occasionally into rounded summits, and rarely intersected by valleys. In marked contrast, however, to this un-picturesque formation, that of several districts presents the 'Alpine' characteristic of well-defined mountain-ranges furrowed with frequent valleys. The most important of these districts are the Lyngenfjord in Tromsø Amt (p. 236) and the region bounded by the Sognefjord on the W., and the plateaux of Valders and the Gudbrandsdal on the S. and N.E. respectively. The latter was explored for the first time by *Keilhau* in 1820 and named by him *Jotunfjeldene*, or the 'Giant Mountains', but is now generally known as *Jotunheim*, a name given to it by subsequent 'Jotuno-logists' (chiefly Norwegian Students) as a reminiscence of the 'frost giant' in the *Edda*.

The mountain-peaks of Jotunheim (called *Tinder*, *Pigger*,

*Hornet*, and *Næbber*, while the rounded summits are named *Høer*) are all over 5900 ft., several are upwards of 6550, while the *Galdhøpig* (p. 147) and the *Glittertind* (p. 170) exceed 8200 ft. in height. The high Alps are much loftier (*Mont Blanc*, 15,784 ft.), but are generally surpassed by the Jotunheim 'mountains in abruptness. The plateaux extending between the lofty peaks are almost entirely covered with snow, the snow-line here being about 5580 ft. (in Switzerland 8850 ft.). Huge glaciers (*Bræer*, the smaller being called *Jekler*) descend from these masses of snow, but without penetrating into the lower valleys as they do in Switzerland. The mountain-basins which occur here frequently, enclosed by precipitous sides rising to 1600 ft. or more, are known as *Botner*. A peculiarity of the valleys, which with a few exceptions, lie upwards of 3300 ft. above the sea-level (*i. e.* higher than the forest-zone), is that they rarely terminate in a pass, but intersect the whole mountain, gradually rising on each side to a 'Band' or series of lakes where no distinct culminating point is observable. The interest of the scenery of Jotunheim is greatly enhanced by its three imposing lakes.

The Norwegian *Turist-Forening*, which began its operations in 1868, has rendered invaluable service to travellers by the construction of paths, bridges, and refuge-huts, and by the appointment of competent guides. Several private individuals have followed their good example by erecting other refuges (dignified with the name of 'hotels'), so that travelling here is now attended with no serious difficulty or hardship. The huts generally contain clean beds and a supply of preserved meats, beer, and other refreshments at moderate charges (bed and food 3-4 kr. per day), but in some cases the broad bed must be shared with a fellow-traveller. As members of the *Turist-Forening*, who are recognisable by their club-button, always have a preference over other travellers, those who intend to explore this region thoroughly are recommended to enrol themselves at Christiania, Bergen, Thronshjem, or Fagernæs (4 kr. per annum, and 80 ø. additional for the 'Klubknap').

On some of the excursions the only accommodation as yet procurable is at the sæters and 'Fæboder', kept by good-natured cow-herds who regale the traveller with 'Fladbred', milk, cheese, and butter, and can generally provide him with a tolerable bed (1½-2 kr. per day for bed and food).

The chief POINTS OF INTEREST in the Jotunheim centre around the W. end of the *Bygdin-Sø* and the *Gjendin-Sø*, and are most conveniently visited from *Eidsbugarden* (p. 164) and the *Gjende-bod* (p. 167). Besides these there are several places which command admirable views of the Horunger, such as *Oscarshoug* (p. 151) and the *Utladål* (p. 174). Lastly the *Leirdal* (p. 177), the *Vidal* (p. 170), and the *Galdhøpig* (p. 147). Unless the tra-

veller is prepared for a rough expedition of 8-10 days, he should content himself with walking or riding to Eidsbugarden, ascending the *Skinegg* (p. 165), and visiting the ice-lake in the *Melkedal* (p. 172). The easiest way of getting a good survey of the Horunger is to ride from Fortun to Oscarshoug (p. 151).

The following are the best STARTING POINTS for a tour in Jotunheim: — On the S. side *Skogstad* and *Nystuen* (p. 42), from which Eidsbugarden is a short day's walk only; on the N. side *Rødsheim* (p. 144), whence Lake *Gjendin* (p. 167) is reached in a day and a half through the *Leirdal* or the *Visdal* (p. 170); also *Aardal* (p. 52) on the *Sognefjord*, whence we proceed in 7-8 hrs. to the *Vettisfos* (p. 53), the starting-point of the routes mentioned at pp. 173, 174; and lastly *Skjolden* on the *Sognefjord* (p. 56). On the journeys described at pp. 177-179, however, the traveller must be prepared for frequent delays, particularly in crossing Lake *Bygdin*, and also on the route from Fagerlund, which is otherwise an interesting approach to Jotunheim (see below).

The EQUIPMENT required by the traveller is similar to that used by Alpine mountaineers, but everything should if possible be even more durable, as he will frequently have to ford torrents, wade through marshes, and walk over very rough stony ground (*Ur*) for hours in succession. Heavy luggage should be left behind, as it hampers the traveller's movements, besides requiring an additional horse for its transport. As each guide is not bound to carry luggage weighing more than 22 lbs., a party of several travellers must either engage several guides, or carry part of their own belongings. The usual fee is 4 kr. per day, but the charges for the different expeditions are given in each case. No charge is made for the return-journey. In the hire paid for a horse the services of an attendant are never included, but must be paid for separately.

In accordance with the standard Norwegian rule of travel, which applies specially to Jotunheim, horses, guides, and boats should always be ordered in good time, and if possible on the day before they are wanted.

APPROACHES TO JOTUNHEIM. Perhaps the most interesting of all the routes to the 'Giant Mountains' are those from the Gudbrandsdal, from the *Sognefjord*, and from the Geiranger Fjord to *Rødsheim*, described in the preceding route. Of the other approaches the most important will now be enumerated.

#### i. From Fagerlund in Valders to the Raufjords-Hotel, and across Lake Bygdin to Eidsbugarden.

$\frac{7}{4}$  M. A journey of two days: 1st. Drive to (2 $\frac{1}{2}$  M.) *Northorp*, or to *Betø*, 1 $\frac{1}{2}$  M. farther; walk to the Raufjords-Hotel in 3 hrs. — 2nd. Ascend the *Bitihorn* early in the morning, 3-4 hrs. there and back; row across Lake *Bygdin* to Eidsbugarden in 8 hrs.

The following outline of a tour including the finest scenery of Jotunheim may also be given here: — 1st. Day. From Fagerlund to the *Raufjords-Hotel*, and ascend the *Bitihorn* in the evening. — 2nd. Row to the *Nybod*, and walk through the *Thorfinnsdal* and *Svardal* to the *Gjende-bod* (p. 167) on Lake *Gjendin*. — 3rd. Ascend the *Memurutunge* with a guide, and walk in the afternoon to *Eidsbugarden* (p. 164). — 4th. Ascend the *Skinegg* (p. 165), returning by *Tvindehog* on Lake *Tyn* (a short day). — 5th. Proceed with guide through the *Melkedal* to *Skogadalbsæn*.

— 6th. With guide across the *Keiser* (p. 173) to *Fortun* (p. 152), or through the *Utladal* (p. 174) to the *Vettisfoss*.

*Fagerlund* in *Valders*, see p. 39. — The road to the district of *Østre-Slidre* diverges to the N.W. from the *Lærdalsøren* road and enters the valley of the *Østre-Slidre Elv*. It is nearly level at first, but afterwards ascends rapidly through a wood. To the left, below, lies the *Sæbo-Fjord*, high above which stand several gaards. In the distance rise snow-mountains. Several gaards and on the right the loftily situated church of *Skrutvold* are passed. A little farther on we observe a height with a pole, bearing the inscription, ‘*Udsigt till Jotunfjeldene*’, but the view is insignificant. Below the road, farther on, lies the *Hovsbygd* with the *Hovsfjord*. A steep track to the right leads to large slate-quarries.

1½ M. **Rogne** (\**Inn*, often full in summer) lies just beyond the church of that name. Below lies the *Voldbofjord*, at the N. end of which is the church of *Voldbo*. To the E. rise *Mellene*, a considerable range of heights, on the W. slope of which is the *Giangenshøi*, affording a fine survey of the *Bitihorn*, *Mugnafjeld*, and other mountains. Røgne is the last posting-station on the road.

From Røgne across the *Slidreaas* to *Reien* (2 M.), see p. 40; or to *Stee* (2½ M.), by a good road, see p. 40.

The scenery now becomes monotonous. The road crosses the *Vindeelv*, which descends to the *Voldbofjord* and forms a waterfall higher up. It next skirts the *Hæggefjord*, and then ascends steeply to *Hægge*, with its old timber-built \*Church, to the right of which is a tombstone to the memory of a student who perished while attempting to cross the *Breilaupa* (p. 163).

1⅓ M. **Northorp**, a genuine Norwegian gaard, affords good accommodation ('hermetiske Sager', trout etc.). The landlord will provide a cart, if required, to convey the traveller to *Beito* (for 2 persons, about 5 kr.). To the left, farther on, are the *Dalsfjord* and the *Mørstafjord*, which a river connects with each other and with the *Hedalsfjord*.

¾ M. *Hedalen*. The stony sæter-track descends through scanty wood. Passing the *Oxhøfd* gaard on the hill to the right, the road turns to the left (W.) to the height above *Lake Giangen*. Fine view of the lake, with the *Stellefjeld*, *Mugnatind*, and *Bitihorn* (p. 162), past the last of which runs the route to the *Raufjord*.

¾ M. **Beito** (\**Guldbrand Beito*, two rooms with four beds; horses not always to be had). On Sundays the neighbouring peasantry assemble here to dance their national ‘*Springdans*’, accompanied by the strains of the ‘*norske Harp*’. About ¾ hr. to the W. is the dwelling of *Knut Løkken*, the best guide for the Jotunheim.

The path from Beito to the *Raufjords-Hotel* (guide 1½ kr.; comp. Map, p. 40) leads to the N.W., and is at first nearly level, but afterwards ascends steeply. At (1 hr.) the top of the hill is a

marshy plateau enclosed by mountains, the Mugnatind to the W., and the precipitous *Bitihorn*. (By making a digression of 2-3 hrs., with a guide, the traveller may now ascend the Bitihorn, but the excursion is easier from the Raufjord; see below.) In  $\frac{1}{2}$  hr. more we reach the *Sørhul* sæter, beyond which the path ascends steeply for 1 hr. more. Extensive view towards the S.; quite near us, on the left, rises the Bitihorn. The path now descends towards the N., close to the precipitous rocks (echo). After a walk of  $\frac{3}{4}$  hr. across marshy ground, saturated with snow-water, passing round the Bitihorn, we reach the houses on the Raufjord, which are inhabited in summer only. The northernmost of these is called the —

**Raufjords-Hotel** (3600 ft.), the property of *Knut Løkken* (mentioned above), containing four beds, and affording tolerable food (inferior to the club-huts; charges the same). The second house belongs to a merchant in Christiania, and the third is used by the guides. This spot is almost beyond the zone of trees, and the ground is but scantily covered with 'Rab', juni per bushes, dwarf birches, and Arctic willows. — The water of the *Raufjord*, an arm of Lake Bygdin, is strongly impregnated with iron, tinging the stones on its bank with its reddish colour (whence the name, *rav* being the same as *raud* or *rød*, 'red'). This desolate region, in which several snow-mountains are visible, resembles an Arctic landscape. Lake Bygdin is not itself visible, and the Bitihorn is concealed by an intervening height.

The ASCENT OF THE BITIHORN from the Raufjords-Hotel takes 3-4 hrs., there and back (guide unnecessary). The traveller ascends the W. slope the whole way to the top. Several swamps near the beginning of the ascent are avoided by keeping to the left as far as possible. The summit soon becomes visible, serving as a guide. For an hour the route traverses 'Rab' or underwood and the whitish soil peculiar to the Norwegian mountains, and for another hour it ascends somewhat steeply over rock. Near the top is a huge cleft with perpendicular sides, containing snow and ice at the bottom.

The \***Bitihorn** (5457 ft.) rises on the boundary between Jotunheim and the great plateau extending to the E. of that region. To the W. we survey an imposing Alpine scene, and to the E. a lofty table-land diversified with large lakes and a few peaks, while Lake Bygdin lies immediately below, on the N.W. side of the Bitihorn. This mountain may therefore be called the 'Rigi' of Norway. To the W. rise the mountains near Lake Bygdin, conspicuous among which are the *Kalvaahøgda* and *Thorfinnstinder*; more to the left, the *Uranaustind*, the *Langskavl*, the *Horunger*, and *Koldedals-tinder*. Towards the E. rise the isolated summits of *Skaget* and *Mellene*, and below us lie the *Vinstervande*. To the N. we observe the grey *Valdersfly*, and farther distant, to the N. of Lake Gjendin, the *Beshø* and *Niutgardstind*. To the S. are *Lake Øian-*

*gen*, the valley of *Østre Slidre*, and the *Mugnntind*, *Suletind*, and other mountains.

FROM THE RAUFJORDS-HOTEL TO EIDSBUGARDEN by boat in 7-8 hrs., including stoppages (for 1, 2, 3 persons with two rowers 8 kr. 40 ö., 10 kr., 12 kr. respectively; to Nybod only, 4 kr., 4 kr. 40, 5 kr. 20 ö.; those who hire a guide here may utilise him as a rower, so that one other only need be taken). Crossing the Raufjord, the boat soon passes through the *Bygdisund* and enters \***Lake Bygdin** (3610 ft.), the largest of the three lakes of Jotunheim, about  $2\frac{1}{2}$  M. in length from E. to W., and  $1\frac{1}{4}-\frac{1}{2}$  M. in breadth. On the N. side it is bounded by precipitous mountains, at the base of which lies a strip of excellent pasturage. The large herds of cattle which graze here in summer are sent to the Christiania market in September. The S. bank is lower and less picturesque. Storms sometimes render the navigation of the lake impracticable, in which case the traveller must walk along the N. bank to Eidsbugarden (10-12 hrs.).

The boat skirts the N. bank. On the right we first observe the *Nedre Sæter* and the *Breilaupa* which descends from the *Kalvaa-høgda* (7170 ft.). By another torrent is the sæter of *Hestevolden*, where a halt is usually made. The traveller may creep into the hut, which closely resembles a Lapp 'Gamme', and the night may be spent here if necessary. The *Kalvaa-høgda* may be ascended hence, and the descent made to the *Leirungsbøn* (p. 178).

We next pass the deep *Thorfinsdal* (see below), with remains of ancient moraines at its entrance. At the base of the *Thorfinstind* we then reach the *Langedals-Sæter*, and near it the **Nybod**, a shooting-lodge belonging to *Hr. Sævi*, a 'Storthingsmand', of which the neighbouring cowherd has the key. This point is rather less than halfway between the Raufjord-Hotel and the W. end of the lake.

From the Nybod we may ascend the huge \***Thorfinstind** (about 7050 ft.; 6-7 hrs.), the jagged crest of which is called the *Brudefølge* ('bridal procession'). Fine survey of Lake Bygdin and half of Valders, and particularly of the other Thorfinstinder to the N., the *Svardalspigge*, and the *Knutshulstind* (7820 ft.), which was ascended from the S. side in 1875.

FROM THE NYBOD TO LAKE GJENDIN there are two routes. One leads to the N.W. through the *Langedal*, passing the *Langedalstjern*, and crossing the glacier between the *Sletmarkhø* (7173 ft.) on the left and the *Svardalspigge* (7120 ft.) on the right into the *Veste Aadal*. Guide 2 kr., but rarely to be found at the Nybod. The expedition is very grand, but somewhat toilsome. — A preferable route (guide 2 kr. per day, but unnecessary) leads to Lake Gjendin in 4-5 hrs. through the *Thorfinsdal* and the *Svardal*. It ascends steeply at first on the W. side of the Thorfinstind, commanding a view of the whole valley, which is separated from the Svardal to the N. by a 'Band', or lofty plain with a series of lakes. The path follows the W. side of the valley. To the left, farther on, we obtain a superb view of the *Thorfinstind*, a basin formed by the Thorfinstinder; before us rise the three *Knutshulstinder*, which enclose the *Knutshul*, but the highest of them is not visible. Adjoining the northernmost are several peaks of Alpine character. The highest part of the route is

reached at the S. end of the long 'Tjern' (farn), whence we perceive the mountains to the N. of Lake Gjendin, particularly the pointed Simletind; to the E. the mountain with a sharply cut outline is the Leirungskampen. We may now either walk over the disagreeable rough stones (*Ur*) on the W. side of the valley, or wade through the river and descend on the almost equally stony S. side. In the latter case we recross to the W. side by a small pond farther on. We now enter the *Svarddal*, of which there is no definite boundary. On the left tower the imposing *Svardalspiggene*, from which the *Svardals* Glacier descends. We cross the glacier as low down as possible, where it is level and presents no difficulty. The crevasses are not deep, but may be awkward if covered with snow. To the right lies the *Svardalstjern*, out of which the *Svarddøla* flows to the N. (The passage of the *Brae-Vør*, or moraine at the bottom of the glacier, is objectionable.) Farther on we cross a deposit of snow. We soon reach the huge precipice descending to Lake Gjendin, called *Gjendebrynet*, through which the *Svarddøla* has worn a deep gorge (*Svardalsglupet*). The latter being inaccessible, we ascend a ridge covered with loose stones to the left to the '*Svardalsaaxle*', which commands an admirable survey of the whole N. side of Jotunheim. To the N.W. are the Melkedalstind (below which lies the *Grisletjern*), and the Raudalstinder, Smørstabtinder, and Skarvedalstinder; to the N. the Simletind, a peak of pyramidal form, the Memurutind, Tykningssuen, and Nautgardstind; to the E. the Beshø and Besegg; while at our feet lie the dark-green Gjendin with the Gjendintunge and Memurutunge. (From this point the *Svardalspigg*, 7120 ft., may be ascended without difficulty.) We now descend to the W., below the Langedalsbrae, somewhat steeply, but over soft grass. The route then descends by the course of the glacier-stream into the Vesle-Aadal, whence it soon reaches the *GJENDEBOD* (p. 167). On reaching Lake Gjendin, the traveller may prefer to shout for a boat to convey him across the water.

Continuing our voyage on Lake Bygdin, we next pass the *Langedalselv* and soon reach the *Galdeberg*, where there is a small uninhabited hut. This a curiously situated spot, and well clothed with vegetation (French willows, aconite, bilberries, etc.) From the hill falls the *Galdebergsfos*. On the S. side of the lake rises *Dryllenøsset* (4864 ft.). Rounding the precipitous rocks of the Galdeberg (which have to be crossed by persons traversing the bank of the lake on foot, who must ascend to a height of 1600 ft. above the lake), we observe to the right above us the *Galdebergs-tind* and facing us the *Langskavl* (or *Rustegg*) with the *Uranaas-tind*, presenting one of the sublimest spectacles in Jotunheim. On the right next opens the valley of the *Tolorma* (*Heistakka*), which forms a waterfall, with the *Grashorung* (or *Sjoghulstind*, 7147 ft.) in the background. To the S.W. rise the *Koldedadalstinder*, and to the S. the *Skinegg*. Looking back, we observe the three peaks of the *Sletmarkha*. The lake owes its milky colour to the *Melkedøla*, a genuine glacier-brook. After a row from Rau fjords-Hotel of about 8 hrs. in all, we reach the timber-built —

*Eidsbugarden*, or *Eidsbud*, situated at the W. end of Lake Bygdin, about 100 ft. above the water, where the accommodation is similar to that afforded by the club-huts (same charges). This is the most beautifully situated 'hotel' in Jotunheim, and is the starting-point for several magnificent excursions.

The ASCENT of THE SKINEGG from Eidsbugarden takes 1½ hr. (or there and back 2½ hrs.; no guide required). We cross the stream de-

scending from the Eid between lakes Bygdin and Tyin, and ascend straight to the northern peak, avoiding the soft snow-fields as much as possible. (The southern peak is apparently, but not really, the higher.) The view from the summit of the "Skinegg (about 5085 ft.), where rocks afford welcome shelter, is justly considered the finest in Jotunheim, though shut out on the E. side by the higher 'Egg' (edge, ridge) of which the Skinegg is a spur. To the S. we survey the Tyin and the whole of the Fillefjeld, with the Stugunøs near Nystuen and the majestic Suletind. Of more absorbing interest are the mountains to the W. and N., where Tyseggjen, the Gjeldedalstinder and Koldedalstinder (Falketind, Stølsnaastind) with their vast mantles of snow, and farther distant the Horunger (beginning with the Skagastølstind on the left, and ending with the Styggedalstind to the right) rise in succession. Next to these are the Fleskedalstinder, the Langskavl, the Uranaastind, with a huge glacier on its S. side, the Melkedalstinder, the Grashorung, and other peaks. To the N. rise the mountains on the N.W. side of Lake Gjendin, and still more prominent are the Sletmarkhøg, Galdebergstind, and Thorfinnstinder on Lake Bygdin. Of that lake itself a small part of the W. end only is visible.

To TVINDEHOUG ON LAKE TYIN (p. 166) we may descend direct from the Skinegg towards the S.W. — A circuit to the top of the Skinegg, down to Tvindehoug, and back to Eidsbugarden may be made in 5-6 hrs.

The ASCENT OF THE LANGSKAVL, there and back, takes half-a-day (guide necessary, 2 kr.). The route ascends the course of the *Melkedala* (see below), and, instead of turning to the right towards the Melkedal, leads to the left into a side-valley, where we keep as far as possible to the left. The bare summit of the *Langskavl* (about 5900 ft.) towers above masses of snow. The view embraces the mountains seen to the W. of the Skinegg, to which we are now nearer, and also the whole of Lake Bygdin as far as the Bitihorn.

The URANAASTIND (6-7 hrs. from Eidsbugarden, or a whole day there and back; guide necessary, 4 kr.) is ascended partly by the route to the Langskavl, which after a time is left to the W. in order to ascend the extensive *Uranaasbræ*. We then cross that glacier to the *Braskard*, whence we look down into the Skogadal to the W. (p. 172). Lastly an ascent on the N. side of about 800 ft. more to the summit of the "Uranaastind (7037 ft.), which is also free from snow. This is the highest E. point of the *Uranaasi*, the W. end of which also presents an imposing appearance when seen from Skogadalsbæn (p. 175). The extensive view vies with that from the Galdhøpig (p. 148). Towards the E. the Uranaastind descends precipitously into the *Uradal* (p. 174). To the S. it sends forth two glaciers, the *Uranaasbræ*, already mentioned, and the *Melkedalsbræ*, the E. arm of which descends into the Melkedal (p. 171), while the W. arm, divided again by the *Melkedalspiggie*, descends partly into the Melkedal, and partly to the Skogadal (p. 172). Experienced mountaineers may descend the mountain by the last named arm of the glacier, which has to be traversed for 1 hr.; the lower part only is furrowed with crevasses (*Sprækker*).

OTHER EXCURSIONS from Eidsbugarden: — Row on Lake Bygdin to *Nybod* and back (7-8 hrs.; p. 163); walk to the "*Melkedalsvand*" and back (4-5 hrs.; p. 172).

## ii. From Skogstad and Nystuen to Tvindehoug and Eidsbugarden.

$\frac{2\frac{1}{2}}{M}$ . BRIDLE PATH (horse to Tvindehoug 4 kr.). Some travellers, however, will prefer to walk to (1 M.) Lake Tyin, row to (1 $\frac{1}{2}$  M.) Tvindehoug, and walk thence to (1/2 M.) Eidsbugarden.

*Skogstad* and *Nystuen* on the *Fillefjeld* (see p. 42), lying on the great route through Valders to the Sognefjord, are favourite starting-points for Jotunheim (horses and guides at both). By the *Opdalstøle*, about halfway between these stations, the route to

Lake Tyin diverges to the N. and in 1 hr. crosses the hill which separates it from the district of Valders. Fine view from the top of the hill of the snowy Gjeldedalstind, the Koldedalstind, and the Stølsnaastind to the N.W. of the lake.

**Lake Tyin** (3296 ft.),  $\frac{1}{3}/8$  M. long and  $\frac{1}{4}$  M. broad, with a wide bay at the W. end from which the *Aardøla* issues, is a beautiful Alpine lake, the banks of which, like those of the other lakes of Jotunheim are uninhabited, except by a few cowherds in summer, the most important of whose 'Fælæger' are marked in the map (p. 40). At the S. end, where the lake is reached, a boat is generally procurable to convey travellers to Tvindehoug (for 1, 2, 3 persons with one rower 2 kr. 40, 2 kr. 80, 3 kr. 20 ö.; with two rowers 3 kr. 60, 4 kr. 40, 5 kr. 20 ö.); otherwise they must walk thither along the E. bank of the lake ( $3\frac{1}{2}$  hrs.). On every side rise lofty mountains. Above the Fælager of *Maalnæs* towers the pyramidal Uranaastind (p. 165), and to the S. rises the Suletind on the Fillefjeld.

**Tvindehoug** (3330 ft.), a large club-hut belonging to the Tourist-Forening, is one of the chief stations of the Jotunheim guides. Ascent of the *Skinegg* (p. 165)  $1\frac{1}{2}$ -2 hrs.; guide hardly necessary..

Skirting the lake, and then crossing the low *Eid* or isthmus which separates lakes Tyin and Bygdin, we reach *Eidsbugarden* (p. 164) in  $1\frac{1}{2}$  hr. more.

### iii. From Eidsbugarden to the Gjendebod on Lake Gjendin and Rødsheim.

$2\frac{1}{2}$  Days, on foot, or partly on horseback. 1st. From Eidsbugarden to the *Gjendebod*, 4-5 hrs.; guide (hardly necessary) 2 kr. 40, horse 4 kr. (A still finer route than the present is that already described, from the *Nybod* through the *Thorfinsdal*.) On the same afternoon ascend the Memurutunge and return by boat from the Memurubod. — 2nd. From the *Gjendebod* with guide (4 kr.) to the *Spiterstul*, 8-10 hrs. — 3rd. To *Rødsheim* in 5 hrs.

*Eidsbugarden*, see p. 164. We row to the N. bank of Lake Bygdin, as there is no bridge across the rapid *Melkedøla* (p. 164), and follow the path on the bank to (1 hr.) *Tolombod*, at the mouth of the *Tolorma* or *Høistakka*, which point may also be reached by boat (with one rower, for 1, 2, 3 persons, 80 ö., 1 kr., or 1 kr. 20 ö.). Grand retrospective view of the snow-mountains to the W. (comp. p. 164).

The path ascends the left bank of the *Tolorma*, on the W. slope of the *Guldebergstind*, and mounts the *Oxdalhø*, crossing ( $1\frac{1}{2}$  hr.) a brook which descends from that mountain. The route then leads somewhat steeply up the *Gjelhø* to the N.E. to the plateau of *Grønneberg*. To the left rises the *Grashorung* (7146 ft.) with the *Snehul*, and to the right the huge *Sletmarkhø* (7173 ft.), the great glacier of which descends to the N. into the *Vesle Aadal*. Having crossed the *Grønneberg*, we descend rapidly to the N.E.

into the **Vesle Aadal**, which is bounded on the N. by the *Gjendinstunge*, and follow the brook down to Lake Gjendin. Here we turn to the N., pass round the Gjendinstunge, and cross by a new bridge to the —

**Gjendebod**, a club-hut, situated at the entrance to the *Store Aadal*, and at the foot of the precipices of the Memurutunge. It was enlarged in 1878, and now accommodates 20 persons. It is well managed by *Ragnhild*, the housekeeper, and the moderate charges are fixed by tariff. Guide: *Erik Stalien*. To the E. of the hut is the old Fælager of the herdsmen, which until recently was the only roof which afforded shelter to travellers.

\***Lake Gjendin** (3330 ft.),  $1\frac{3}{4}$  M. long and about  $\frac{1}{10}$  M. in width, extends from W. to E., where the *Sjoa*, a tributary of the Lougen, issues from it. It presents a still more Alpine character than Lake Bygdin. On both sides it is enclosed by perpendicular mountains, among which the *Beshø* (7580 ft.) on the N. side and the *Knutshulstind* (7782 ft.) on the S. are the loftiest. There are but few places on its banks where landing or walking for any distance is practicable. The colour of the water is green, especially when seen from a height. The lake is fed by a very small number of wild glacier-torrents. Storms often render the lake dangerous for boating for days together, in which case travellers may proceed by a very toilsome path through the *Memurudal*, and across the *Besegg* to *Gjendeosen* at the opposite end of the lake (pp. 180, 181).

From the Gjendebod itself we see nothing but the abrupt walls of the 'tongues' and 'shoulders', as some of the mountains are called here; but by ascending the *Store Aadal* a little way we may view the \**Svartdalspig* (7120 ft.) and the *Sletmarkhø*, between which lie the large glaciers of the Langedal.

The ASCENT OF THE MEMURUTUNGE takes about 4 hrs., or including the descent to the Memurubod 6 hrs. at least (in the latter case a guide necessary, 2 kr.). From the Gjendebod we may either make the extremely steep ascent to the E. by the *Bukkelæger* (dangerous without a guide), or follow the bridle-path through the *Store Aadal* for about  $1\frac{1}{2}$  hr., ascending the right bank of the stream, and then ascend rapidly to the right (practicable for riding; see below). — The \*\*MEMURUTUNGE, a hilly plateau 'about 3850 ft. in height, with snow-fields, small lakes, and interesting Alpine flora, forms a kind of mountainous peninsula, bounded on the W. by the *Store Aadal*, on the S. by the Gjendin, and on the E. and N. by the Memuruvæl. Farther to the N. it is encircled by a wreath of lofty snow mountains.

The VIEW is magnificent. To the S. are the Knutshulstind with its deep 'Hul', and the Svartdalspig, between which lies the deep Svartdal; then the Langedal and the Sletmarkhø; to the W. rise the pointed Melkedalstinder and Raudalstinder, prominent among which is the Skarvdalstind, all near the Raudal. To the N.W. lies the Langevand with the Smørstabinde, the Kirke, and the Uladalsstinder. To the N. the Hinna-kjernhø, Memurutinden, and Tykningssuen. To the E. the Beshø and other peaks. — Instead of returning by the same route, it is far more interesting to traverse the Memurutunge to its E. end and then descend the steep slope to the Memurubod in the valley of that name. In this

case a boat must be ordered before starting to meet the traveller at this point.

From the Gjendebod we may also ascend the "Gjendinstunge" (5096 ft.), which commands the same view as the Memurutunge, with the addition of a survey of the whole lake. We cross the bridge to the W., follow the path on the W. bank of the river to the N. for about  $\frac{1}{2}$  hr., and then ascend steeply to the left.

**FROM THE GJENDEBOD TO SKOGADALSBØEN THROUGH THE RAUDAL, 10-12 hrs. (guide 5 kr. 40 ø.; to Berge near Fortun 6 kr. 40 ø.).** If the *Muradn* sæter in the Utladal (p. 176) is open, which may be learned at the Gjendebod, the night had better bespent there, in whichever direction the route is taken. (Instead of the Raudal route, the traveller may prefer that through the *Store Aadal*, the *Gravdal*, and the *Utladal*,  $1\frac{1}{2}$  days, a night being spent on the Leirvand. Guide to Berge 10 kr.; horse, with ladies'-saddle if necessary, about 4 kr. per day, and as much more to the attendant.)

The route leads up the *Store Aadal* on the right bank as far as a ( $\frac{1}{2}$  hr.) waterfall formed by a brook descending from the *Grisletjern*. It then ascends rapidly to the left. Farther on, it crosses the brook and leads on the N. side of the *Grisletjern* and the following tarns to the *Raudshoug* (3 hrs. from the Gjendebod), where the Raudal begins. This grand, but unpicturesque valley, with its almost uninterrupted series of lakes, lies to the N. of and parallel with the Melkedal. The valley is nearly level, and there is no distinguishable watershed. Here and there are large boulders deposited by the glacier which must once have filled the valley. On reaching the 'Band', or culminating point we enjoy admirable views in both directions: to the right rise the *Raudalstinder*, to the left is the *Melkedalstind* with its perpendicular wall, and between them peeps the Fanaraak in the distance; looking back, we observe the *Raudalstind* on the left, the *Snehulstind* (Grashorung) on the right, and between them the *Sletmarkha* with a fine amphitheatre of glaciers. It takes about  $\frac{1}{2}$  hr. to cross the 'Band', from which a route leads to the W. round the Svaraldalsegg to the Langvand and the *Store Aadal* (a round of 10-12 hrs. from the Gjendebod). We next cross the *Raudalselv* by a snow-bridge and traverse rough and toilsome 'Ur' and patches of snow on the W. side of the valley, skirting a long lake for the last  $\frac{1}{2}$  hr. (patience very necessary here). As we approach the "Raudalsmund", the precipice with which the Raudal terminates towards the *Store Utladal*, the scenery again becomes very grand. A view is obtained of the mountains of the Utladal and Gravadal, including the curiously shaped *Smerstabtind*, from which the *Skjortningsbra* descends. To the E. we survey the whole of the Raudal, lying between the *Raudalstind* on the N. and the *Melkedalstind* on the S. (the latter being the mountain which descends so precipitously into the Melkedal). The red (*raud*, *red*) colour of the 'gabbro' rock-formation here has given rise to the name of the valley. Erratic glacier-blocks occur frequently.

The route now descends on the S. side of the fine waterfall of the Raudalselv to the *Store Utladal*, which together with the route to *Skogadalsbøen* is described at p. 175.

**FROM THE GJENDEBOD TO THE SPITERSTUL in the Visdal, 8-10 hrs., a very fatiguing, but exceedingly grand walk (guide necessary, 4 kr., or to Rødsheim 5 kr. 60 ø.; horse as far as the foot of the steep ascent before the Uledalsvand, 2 kr. 60 ø., whereby the fatigue is much diminished).** The route ascends the left bank of the *Store Aadalselv* and passes through the defile of *Høistulen*, between the Memurutunge and the Gjendinstunge. To the right falls the *Glimsdalsfos*. Splendid view of the Simletind to the N. (p. 169). After 1 hr. we reach the *Vardesten*, a large mass of rock,  $\frac{1}{2}$  hr. beyond which the bridle-path to the Memurutunge

diverges to the right (see above). From the left the *Skarvedalsbæk* descends from the *Skarvedal*. We next observe, to the left of the Simletind, the Hellerfos (see below), and to the left, above it, the Uledalstinder. Pedestrians will find the passage of the *Simleaa*, which descends from the *Simlehul* glacier, unpleasant. (The *Simlehul* is also crossed by a route into the Visdal, which is no less rough and fatiguing than the present route.) Our path now ascends rapidly on the E. (right) side of the wild *Hellerfos*, the discharge of the *Hellerkjern*, and reaches the top of the hill in  $\frac{1}{2}$  M. (2 hrs. from the Gjendebed). Beautiful retrospective view of the *Sletmarkhø* and *Svartdalspig*; the *Knutshulstind*, rising more to the E., is concealed by the *Memurutunge*. The route now traverses a curious-looking mountain-waste, bounded by the *Uladalstinder*. Blocks of rock deposited during the glacier-period are arrayed along the edges of the mountains like soldiers. The route at first skirts the *Hellerkjern* (4300 ft.), and then turns to the right into the insignificant valley which leads to the N.W., and afterwards more towards the E., to the *Uladalsband*. The serious part of the ascent soon begins ( $2\frac{1}{2}$  hrs. from the Gjendebed), and riders must dismount.

FROM THE HELLERKJERN TO THE LEIRDAL AND RØDSHEIM, a route 3-4 hrs. longer than our present route, is much less toilsome (guide, unnecessary, to *Ytterdalssæter* 5 kr. 60 ø.; horse to *Rødsheim*, with side-saddle if required, 8-10 kr.). From the *Hellerkjern* the path next reaches the *Langvand*, or *Langvatn* (4627 ft.), and skirts its N. bank (for  $1\frac{1}{2}$  hr.). On the right rise the *Uladalstinder*; to the S. the *Svartdalsegg* (6280 ft.). At the W. end of the lake, in which there are several islands (visible even from the *Memurutunge*), the path ascends past the two *Høgvageljerne* to the *Høgvagle* (or *Høgvarde*; 'Vagge', a Lapp word, signifying 'pass'; 5430 ft.), the highest point of the route, which commands an imposing survey of the Horunger to the S.W. The path then descends to the *Leirvand* (4903 ft.) and traverses a dreary and monotonous region. Through the *Leirdal* to *Redsheim*, see pp. 177, 149.

A steep ascent of  $\frac{1}{2}$  hr. brings us to the sequestered *Uladalsvand* or *Uravand* (about 5250 ft.), which lies to the left. The route, which is extremely rough and toilsome here, keeps to the right and passes the foot of the slopes of the *Simletind* (*Simle* or *Simmel*, 'a female reindeer'). After another hour it reaches the *Uladalsband* (5730 ft.), its highest point, where it unites with the route across the *Simle* Glacier. We now descend to the northern *Uladalsvand* (5136 ft.), the second lake of the name. To the right rises the *Heilstuguha* (7830 ft.), the fourth of the peaks of Jotunheim in point of height. Traversing the exceedingly uncomfortable stony ground on the E. bank of this lake, we at length reach (2 hrs., or from the Gjendebed 6 hrs.) *Uladalsmynnet*, or the end of the *Uladal*. Splendid view here of the broad *Visdal*, with the *Heilstuguha* on the right, and the *Uladalstinder* and *Tværbotnhorn* on the left. Looking towards the W. from the *Visdal* itself, we observe the *Kirke* rising on the left, past which a path leads to the right through the *Kirkeglup* to the *Leirvand* (see above).

The route through the \***Visdal** (to the Spiterstul  $1\frac{1}{2}$ -2 hrs. more) follows the right (E.) bank of the *Visa* (*vis*, Celtic *uisge*, 'water'), at first traversing soft turf, which forms a most pleasant contrast to the rough and angular stones of the 'Ur'. After 1 hr. we have to wade through the *Heilstuguaa*, which descends from the extensive *Heilstugubra*. Early in the morning the passage of the stream is easy, but later in the day, when the water is higher, we ascend a little in order to cross by a bridge (whence the Spiterstul is 1 hr. distant). Shortly before reaching the sæter, we observe to the left, through the *Bukkehul*, the *Styggebrae* and the *Sveilnaasbrae*, two glaciers descending from the Galdhøpig group, with magnificent ice-falls, that of the latter being the finest.

The **Spiterstul** (about 3710 ft.), the highest sæter in the Visdal, commanded by the *Skauthø* (6676 ft.) on the W., affords tolerable quarters for the night (one broad bed), and is a good starting-point for excursions, but guides are rarely to be found before the reindeer shooting-season in August. If a guide is obtainable, the traveller may ascend the *Leirhø* (6667 ft.), the *Heilstuguha* (7500 ft.), and the *Memurutind* (7970 ft.), the last of which commands a most imposing view.

The **GALDHØPPIG** (p. 147) may also be ascended more easily and expeditiously from the Spiterstul than from Rødsheim. The route (not easily mistaken by experienced mountaineers) crosses the *Visa* by a bridge  $\frac{1}{2}$  hr. to the S. of the Spiterstul, ascends on the N. side of the *Sveilnaasbrae*, and traverses the three peaks of the *Sveilnaasi*. Owing to the glacier-crevasses, however, it is not altogether unattended with danger, and should not be attempted without a guide. Instead of returning from the summit to the Spiterstul, the traveller may descend direct to Rødsheim by the Raubergsstul (but not without a guide).

**FROM THE SPITERSTUL TO RØDSHEIM**, about 5 hrs. (no guide required; but if one has been brought from the *Gjendebod*, he receives an additional fee of 1 kr. 60 ø. for accompanying the traveller to Rødsheim). We soon reach the zone of birches and ( $\frac{1}{2}$  hr.) a rocky barrier through which the *Visa* has forced a passage. After another  $\frac{1}{2}$  hr. we come to a pine-wood, with picturesque trees (*Furuer*) on the N. side, some of which are entirely stripped of their branches. (The limit of pines is here about 3280 ft. above the sea-level.) Above us, to the left, is an off-shoot of the *Tværbræ*. In  $\frac{1}{4}$  hr. more we cross the *Skautaelv*, which forms a waterfall above, by a curious bridge. To the S. we perceive the *Uladalstinder* (p. 169) and the *Styggehø* (7317 ft.). On the opposite bank of the *Visa* is the *Nedre Suleims-Sæter* (3192 ft.), at the mouth of a small valley through which the original route to the Galdhøpig ascended (p. 148). Opposite the sæter the *Glitra* falls into the *Visa*.

From the Spiterstul or the *Nedre Suleims-Sæter* the ascent of the **Glittertind** (8383 ft.), a peak nearly as high as the Galdhøpig, may be accomplished in 8-10 hrs. (there and back; guide desirable). The route follows the top of the hill rising between the *Glitra* and the *Skautaelv*, and pursues an E. direction. The height first reached is the W. spur of the rocky amphitheatre which encloses the huge basin (*Botn*) lying to

the N. In order to reach the highest point the use of an ice-axe (*Isøxe*) is sometimes necessary.

The Rødsheim route continues to follow the E. bank of the Visa. In case of doubt the direction indicated by the *Varder*, or stone beacons, is to be followed. We cross the *Smiugjelsaa*, the *Grjotaa*, and the *Gokra*. The Visa is lost to view in its deep channel, but we follow the margin of its ravine. An ascent of a few hundred paces to the E. of the path leads to the **Visdals-Sæter** (2960 ft.), where fair quarters for the night are obtainable (particularly at the *Øvrelesæter*).

The **Gokraskard**, an excellent point of view which may be ascended hence, commands a survey of the Uladalstinder to the S., the Galdhøpig to the S.W. and the Hestbråpigge to the W. — A still finer point is the **Lauvhø** (5824 ft.), whence the Glittertind is also visible.

From the Visdal sæters we may also ascend the **Gokradal**, between the Lauvhø on the N. and the Gokkeraxel on the S., to the pass of the **Finhals** (3885 ft.). Following the **Finhalselv** thence and crossing the **Smaadalselv** in the **Smaadal**, we may turn to the right to the **Smaadals-Sæter** (3807 ft.), from which the huge **Krulingskjolen** (6874 ft.) to the N. may be ascended. The next points reached are the **Smørliðsæter** and the **Naaversæter** on *Lake Thessen*. Thence across the lake and past the *Oxefos* to *Storvik* on the *Vaagevand*, see p. 143. This route commands fine views of the Galdhøpig and the Glittertind, but the Smaadal itself is uninteresting. — Those who take this route in the reverse direction should observe that, about 1hr. beyond the Smaadals-Sæter, after crossing a brook coming from the right, they must cross the Smaadalselv to the left, and on the other side ascend the bank of the Finhalselv towards the S.W.

Below the Visdal sæters the path is not easily traceable, but the traveller is not likely to go far wrong. The descent to Rødsheim, skirting the profound **\*Ravine of the Visa**, presents one of the grandest scenes in Norway. The *Lauva* descends from the right. The sæter-path, now practicable for light carts, descends very rapidly, commanding a view of the huge abyss. On the opposite side runs the path to the Nedre Suleims-Sæter. To the N. lie the gaards of Rødsheim and Suleim. The first cottages are reached in  $1\frac{1}{2}$  hr. from the Visdal sæters, and here we cross the curious bridge to the left. — **Rødsheim**, see p. 144.

#### iv. From Eidsbugarden through the Melkedal to Skogadals- bœn, and across the Keiser to Fortun.

2 Days. — 1st. With guide (4 kr.) to *Skogadalsbœn*, 8-10 hrs. — 2nd. To *Fortun*, 8-9 hrs.; guide unnecessary; fee from Eidsbugarden all the way to *Berge*,  $\frac{1}{2}$  hr. above *Fortun*, 8 kr. 40 ø. (From Eidsbugarden to *Skogadalshøen* and the *Vettisfos*,  $1\frac{1}{2}$  days, 7 kr.)

*Eidsbugarden*, see p. 164. We row across the lake to the mouth of the —

\***Melkedal**, watered by the boisterous *Melkedøla*, across which there are no bridges. The route gradually ascends the valley, which after  $\frac{3}{4}$  hr. divides. The branch to the left ascends to the *Langskavl* and the *Uranaastind* (p. 165), while that to the right is still called the Melkedal. Steep ascent through the latter, passing several waterfalls. As is so frequently the case in Norway,

the valley neither possesses a level floor nor expands into basins, but consists of a chaos of heights and hollows, where the rock, polished smooth by glacier-friction, is exposed at places, and at others is covered with loose boulders. Vegetation ceases, and no trace of animal life is visible, save the deep furrows in the snow made by the reindeer. At places, however, the ground is thickly strewn with the droppings of the *Lemming* (or *Lemænd*; *georychus*, one of the *rodentia*, and not unlike a rat), a hardy and intrepid little animal which frequently swims across Lakes Bygdin and Gjendin. The reindeer often kills the lemming with a stroke of its hoof and eats the stomach for the sake of its vegetable contents.

About 20 min. above the point where the valley divides we ascend a steep field of snow to the plateau of *Melkehullerne*, where there are several ponds. In 20 min. more (about  $1\frac{1}{2}$  hr. from Eidsbugarden) we reach the \*\***Øvre Melkedalsvand**, in a strikingly grand situation, the finest point on the route, and well worthy of a visit for its own sake from Eidsbugarden (best time in the forenoon, 4-5 hrs. there and back). Even in July miniature icebergs are seen floating in the lake, and during the night a crust of fresh ice is sometimes formed. To the left (W.) rises the Langskavl; then the Uranaastind. On this side of the latter is the Rødberg. Next, the Melkedalsbræ, descending to the lake, and the Melkedalstinder, all reflected in the dark-blue water.

A walk of another hour over 'Ur' and patches of snow brings us to an ice-pond at the foot of the first *Melkedalstind*, whence we ascend a steep slope of snow in 20 min. more to the *Melkedalsband*, the watershed. To the W. a view is obtained of the *Second Melkedalsvand*, a much larger lake than the first, and generally covered with winter-ice down to the month of July. To the left rise the first and to the right the second Melkedalstind (7107 ft.), and to the N.W. the Raudalstind. The scenery continues to be very imposing. The route skirts the N. side of the second Melkedalsvand and ( $\frac{1}{2}$  hr.) crosses the stream. Very rough walking. A view of the Horunger is now disclosed (p. 181); on the right rises the Skogadalsnaasi; on the left is the arm of the Melkedalsbræ mentioned at p. 165, with its large moraines, descending from the Uranaastind. The striation of the rocks by glacier-action (*Skurings-Striber*) is frequently observable. The boisterous torrent is again crossed by a snow-bridge, the remains of an avalanche (caution necessary), or the traveller may wade through it a little lower down, where the water is knee-deep. The Melkedal now ends in a precipitous *Bælte* ('girdle'), over which the river is precipitated in a fall of about 590 ft. in height. To this point also descends the W. arm of the Melkedalsbræ, by which the descent hither from the Uranaastind may be made (see above). The lower region of the valley which we now enter is the \***Skogadal**, which expands into a broad basin. Above it tower the

majestic Horunger (p. 181), consisting of the Skagastølstinder and the Styggdalstind. The appearance of the Maradalsbræ descending from the Skagastølstind is particularly striking. — The Skogadal is at first a little monotonous, but with the increasing warmth of the temperature the vegetation improves, and the scanty 'Rab' or scrub is soon exchanged for a fine growth of birches (whence the name, 'forest valley'). There is no defined path at first, but the route follows the N. side of the Skogadalselv and afterwards the track made by the cattle (*Kuraak*). A walk of 2 hrs. from the 'Bælte' brings us to the sæters of —

*Skogadalsbœn* in the Utladal, see p. 175. A guide to the Keiser Pass is not obtainable here (but a horse without a saddle may sometimes be had, 1-1½ kr.). The path is well trodden by the cattle and cannot be mistaken. Ascending from Skogadalsbœn for 20 min., we reach a new bridge on the left and cross it. The path to the right leads to the Guridals-Sæter, while we follow the sæter-track to the W., on the N. bank of the *Gjertvaselv*, a stream descending from the *Gjertvasbrae* (at the base of the Styggdalstind) and the Keiser. Imposing scenery. We cross a small stream and follow the main valley, gradually and afterwards rapidly ascending to the N.W. to the culminating point of the **Keiser Pass** (4923 ft.), where snow generally lies, even in summer. The path, which continues easily traceable, follows the broad **Helgedal**. On the right is a spur of the Fana-raak (p. 151); on the left tower the Horunger (p. 181) in all their majesty. Before reaching the sæters of *Turtegrød-Gjessingen* (p. 151), it is worth while to make a digression of an hour to the *Oscarshoug* (p. 151). From Turtegrød to *Fortun* and *Skjolden*, see pp. 151-153.

#### v. From the Vettisfos to Tvindehoug and Eidsbugarden.

8-10 hrs. A grand expedition (guide desirable, 5½ kr.). In the reverse direction a saving is effected by rowing across Lake Tyin (with one rower, for 1, 2, 3 persons, 80 ö., 1 kr., or 1 kr. 20 ö.). In this case a guide should be taken as far as Smaaget.

(More fatiguing than the route described below, and not free from risk, is that through the *Morka-Koldedal*, whence the Koldedøla forming the Vettisfos descends. See Map, p. 40).

*Gaarden Vetti* and the *Vettisfos*, see p. 53. We ascend the *Vettisgalder* in zigzags to the *Vettismorksæter* (2190 ft.), view the Vettisfos from above (comp. p. 53), and follow the path on the W. slope of the *Stølsnaastind* (see below), which leads in 1½-3/4 hr. to the *Fleskedals-Sæter*.

The highest of the three *Stølsnaastinder* (6693 ft.) is most easily ascended from *Gaarden Vetti* (p. 53), where *Anfind Vetti* should be engaged as a guide. The route ascends the Koldedal (see below) on the S. side of the mountain, and then descends on the N. side to the Fleskedal, so that the ascent may be combined with the journey to *Tvindehoug* and *Eidsbugarden*. Superb view of the Horunger (p. 181) and the profound Utladal (p. 174), into which the three Maradale descend.

To the E. of the *Stølsnaastinder* rises the picturesque *Falketind* or

*Koldedalstind* (6700 ft.), from which an immense body of snow and ice descends eastwards to the lakes in the *Koldedal* of Valders. — Prof. *Keilhau* ascended the *Falketind* from the S. side in the course of his explorations in 1820, and has described the large 'Botn' or basin at the top (account published in the '*Budstik*', 2nd year).

Beyond the *Fleskedals-Sæter* the route follows the left (S.) bank of the *Fleskedalselv*. Striking retrospective view of the *Horunger*, and particularly of the *Riingsbrae*. To the N. we first observe the *Friken* (4656 ft.), the top of which may be reached on horse-back from the *sæter* (fine view of the *Horunger*), and afterwards the precipices of the 'Næs' which separates the *Fleskedal* from the *Uraldal*. (The latter, one of the most sequestered valleys in *Jotunheim*, is almost unknown; at the E. end of it rises the *Uranauastind*, p. 165; and at the W. end it debouches on the *Utladal*, about  $\frac{1}{4}$  M. to the S. of *Skogadalsbøen*.) Our route through the *Fleskedal* gradually ascends to the defile of *Smaaget*, with the *Koldedalstind* rising on the right and the *Fleskedalstind* on the left, and then descends steeply to the *Upper Koldedalsvand*. It then leads to the S., following the *Koldedøla*, to the *Lower Koldedalsvand* and the upper end of *Lake Tyn*, whence we proceed either to the S. to *Twindehoug*, or across the *Eid* to *Eidsbugarden* (see p. 166).

#### vi. From the *Vettisfos* to *Rødsheim* through the *Utladal*, the *Gravdal*, and the *Leirdal*.

2 $\frac{1}{2}$  Days: — 1st. From *Gaarden Vetti* to *Skogadalsbøen*, 6 hrs.; or as far as the *Guridals-Sætre* (or to *Muradn*, 1 $\frac{1}{2}$  hr. from *Skogadalsbøen*, at which last place enquiry should be made if the *Muradn* *sæter* is tenanted). Those who arrive at *Skogadalsbøen* early enough, and intend passing the night there, may ascend the *Skogadalsnaasi* in the evening. — 2nd. From *Skogadalsbøen* to the *Itterdals Sætre*, 10-11 hrs.; to shorten which the previous night should be spent if possible at *Muradn*; if necessary, the night may be spent in the refuge-hut on the *Leirvand*. — 3rd. To *Rødsheim*, 4-5 hrs.

*Gaarden Vetti* and the *Vettisfos*, see p. 53; thence to the *Fleskedals-Sæter*, p. 53. — The present route leads to the N., skirting the W. slope of the *Friken* (p. 53), high above the deep *Utladal*, into which on the W. side the 'noses' running out from the *Horunger* plateau descend in huge precipices. Between the 'noses' we obtain a view of the three *Maradale* in succession, by which they are separated. The first is the *Støls-Maradal*, thus named from its one 'Støl' or *sæter*, and the next are the *Midt-Maradal* and the *Nordre-Maradal*. At the heads of these valleys, which lie high above the *Utladal* and ascend gradually to the *Horunger* plateau, are imbedded the extensive *Riingsbrae*, *Skagastølsbrae*, and *Muradalsbrae*, with their adjacent snow-fields, from which rise the sharp, isolated, and snowless peaks of the *Riingstind* (6497 ft.), the *Skagastølstinder* (7876 ft.), and the *Styggedalstind* (7710 ft.). Beyond the third *Maradal* we observe the two *Vormelid-Sætre* (about 2130 ft.), on the right bank of the *Utladal*,

reached by a bridge across that stream. We follow the left bank, cross the *Uradalselv* descending from the Urdal on the right (p. 174), skirt a huge precipice at the base of the *Uranaasi* (about 6235 ft.), cross the *Skogadalselv* by a bridge, and (6 hrs. from Gaarden Vetti) reach the sæters of —

**Skogadalsbæen** (2914 ft.), at the entrance to the *Skogadal*. (Tolerable food at the lowest sæter, sometimes including ‘Spegekjød’; one broad bed with a heavy fur coverlet.) These sæters are among the few in the Utladal which are always inhabited in summer (usually from 24th June till the beginning of September), while most of the others are occupied at irregular intervals only, and others again have been abandoned. The Utladal sæters are built of stone and consist of an ante-room, an inner room, and a dairy. The smoke escapes by the ‘Ljor’ or hole in the roof. The cattle come from the Lysterfjord (a branch of the Sognefjord, p. 54), and have therefore to be driven across the snow-clad Keiser Pass (p. 173).

From Skogadalsbæen (steep ascent by the second sæter) we may scale the **Skogadalsnaasi** (5250 ft.) without a guide (3-4 hrs. there and back). Grand mountain-view. To the W. the Horunger (but only the Maradals-tinder, Austabottinder, and Styggedalstinder); to the N. the Hestbræ-pigge and Smørstabtinder; more to the E. the Tvarboithorn, Kirke, Uladals-tinder, Raudalstinder, and Sletmarkhø; then the Melkedalstinder, and to the S. the Uranaasi and Stølsnaastinder.

The ASCENT OF THE STYGGEDALSTIND, the easternmost peak of the Horunger, should only be undertaken by experienced mountaineers (8-10 hrs., there and back). The route crosses the Utla-bridge (2790 ft.), turns to the S., and crosses the *Gjertvaselv*, which descends from the Keiser (p. 173), on the S. bank of which is the deserted *Gjertvasbæn* sæter (2950 ft.). The ascent of the *Gjertvasnaasi* now begins. In 1-1½ hr. we reach the first plateau (4267 ft.), and in 3 hrs. more the *Gjertvastop* (4887 ft.). About 490 ft. higher the base of the peak itself is reached, whence we ascend a slope of snow, then over rock with patches of snow, and lastly over the broad crest to the summit of the “*Styggedalstind*” (7710 ft.). On the W. side is a sheer precipice about 1300 ft. in height. If stones are thrown down into the abyss, their reverberation takes several minutes to reach the ear. At a giddy depth below are the *Gjertvasbrae* on the N. and the Maradalsbrae on the S.

The sæter-path to the S. of *Gjertvasbæn*, mentioned above, crosses the *Klevbaklier*, following the Utla, and leads up and down hill, past the *Skogadalsfos* (on the left) and the *Uradalsfos*, to the chalets of *Vormid*, or *Utladalshølet* (a pleasant walk of 1½ hr.). From this most sequestered spot the *Skagastølstind* was ascended for the first time (p. 182).

For the continuation of the journey through the Utladal a horse may generally be obtained at Skogadalsbæen to carry the traveller to a point beyond Muradn (1 kr., but no saddles). We pass a bridge, crossed by the path leading to the Keiser (p. 173) and to the three *Guridals-Sætre*, where the night may be spent. Our route follows the E. bank of the Utla, passes the debris of the *Lusahouge*, and (¾ hr.) reaches the confluence of the *Store* and *Velle Utla*. The latter descends from the *Velle* (‘little’) *Utladal*, and is precipitated in several falls over the ‘Bælte’ or rocky barrier of *Tunghoug*. To the right rises the *Hillerhøi* (5250 ft.),

and to the left the *Kongsdalsnaasi*. The Store Utla, along which the steep path ascends, has forced its passage through the 'Bælte' and dashes through its channel far below. Fine retrospective view of the Styggedalstind with the extensive Gjertvasbrae.

Through the VETLE UTLADAL a little frequented path leads between the *Fanaraak* group (p. 151) on the left and the *Smørstabbræ* on the right to the important mountain-route across the Sognesjeld between the Bæver-tun-Sæter and Fortun (see R. 16, A).

We next reach a higher region of the Utladal and (about 1½ hr. from Skogadalsbœn) the **Muradn Sæter** (3327 ft.), on the opposite (right) bank of the river. (Tolerable accommodation. Those who purpose passing the night here should enquire at Skogadalsbœn if the sæter is inhabited.) Grand view of the Styggedalstind to the W., the Kirke to the N., and the Raudalstind to the E. of this point. Those who require a horse here should attract the attention of the people at the sæter by shouting, unless they prefer wading through the icy stream, which, however, at an early hour is usually shallow. (The route through the *Raudul* to the *Gjende-bod* follows the left bank of the Utla; see p. 168.)

Having crossed to the right bank of the stream at Muradn, we now follow its right bank, at first passing the base of the Hillerhøi. On the S. side we observe the *Skogadalsnaasi*, the second *Melkedalstind*, and then a large waterfall descending from the Raudalsmund, adjoining which rise the Raudalstinder. The valley is broad, and partly overgrown with scrub. Nearly opposite the Raudal is the stone hut of *Stor Halleren*, used by reindeer-stalkers. An impressive view of the Horunger, which close the Store Utladal to the S.W., accompanies us as we ascend. The valley now takes the name of **Gravdal**. Vegetation gradually ceases. We now have to wade through the *Sandelv*, descending on the left from the *Skjortningsbræ*, an offshoot of the immense *Smørstabbræ*. The crossing is best effected near the Utla. Above the glacier towers the curiously shaped \**Smørstabtind* (*Stab*, 'block'; the same word as in *Stabbur*).

As the path ascends the flora assumes a more and more Alpine character (*Bartsia alpina*, *Pedicularis lapponica*, *Veronica alpina*, *Saxifraga cæspitosa*, *Viscaria alpina*, *Gentiana nivalis*, *Pulsatilla vernalis*, *Ranunculus glacialis*, the last of which is known as the *Rensblomme*). Having reached a height of 4925 ft., we at length come to the stone *Refuge Hut* on the **Leirvand** (4903 ft.), 5-6 hrs. from Skogadalsbœn. The hut contains a table, two benches, some firewood, and a few cooking utensils. Four routes converge here: that by which we have ascended through the Gravdal, another from the *Gjendebod* through the Store Aadal (p. 168), a third from Rødsheim through the Visdal, and the fourth from Rødsheim through the Leirdal (see below).

The route through the *Visdal* goes round the N. side of the Leir-vand and ascends through the Kirkeglup, between the quaint looking

*Kirke* (7073 ft.; difficult to ascend) on the right and the *Træbotnhorn* (7220 ft.) on the left, to the *Kirkjenørne*, a series of tarns. Passing these it then descends into the *Upper Visdal*. On the right tower the vast *Uladalstinder* (p. 169) with their extensive glaciers. The route, which cannot be mistaken, afterwards unites with that coming over the *Uladalsvand* from Lake *Gjendin*, from the S. (see p. 169).

In descending the *Leirdal*, we skirt the imposing *Ymesfjeld* (p. 148) for a considerable distance, but the curious looking *Skars-tind* (6576 ft.) is the only one of its peaks visible. To the left are the grand glacier tongues of the *Smørstabbrae* and several of the *Smør-stabtinder*. Lastly we obtain a view of the *Veslefjeld* or *Løftet* (7317 ft.), which is most conveniently ascended from the *Baver-kjern-Sæter* on the *Leiraas*. After a walk of 4 hrs. from the *Leir-vand* we reach the —

**Ytterdals-Sætre** (2953 ft.; good quarters), prettily situated near the lofty fall of the *Dumma*. A good bridge crosses the *Leira* from this point to the *Leiraas*, which is traversed by the route from *Rødsheim* to the *Sognefjeld* (see p. 149). From the sæters to *Rødsheim*, 4-5 hrs. more (see p. 149).

#### vii. From Lillehammer to Lake Gjendin.

3 Days: — 1st. To *Espedals-Værk*. — 2nd. To the *Aakre-Sæter*, or to the *Finbøle-Sæter*. — 3rd. To *Gjendeosen*.

From Lillehammer to *Kvisberg*, the last station in the *Gausdal*, see p. 140. — A good bridle-path leads from *Kvisberg* in  $1\frac{1}{2}$  hr. to *Vasenden* or *Espedals-Værk* on the *Espedalsvand* (about 2600 ft. above the sea-level; good quarters at A. C. Nielsen's), a lake 1 M. long, for the passage of which the landlord procures a boat (80 ø. each person; for a single person 1 kr. 20 ø.) At the N. end of the lake we cross an 'Eid', beyond which is the *Bredsjø*, about  $\frac{1}{2}$  M. long, forming the geological continuation of the *Espedalsvand*. Hans Harvorsen Flaate here provides a boat (40 ø. each person; 60 ø. for one) which conveys us to *Veltvolden*, or *Rytviken*, on the N. bank; and we ascend thence in less than 1 hr. to the *Dalssæter*. To the right rises the *Rutinfjeld* (4968 ft.), to the left the *Stor-høpig* (4727 ft.), and opposite us the *Hedalsmukampen* (5900 ft.), which may be ascended from the *Hedal*.

Two routes lead from the *Dalssæter* to Lake *Gjendin*, one lying to the N. of the other: —

The *Northern Path* leads from the *Dalssæter* to the *Kampesæter* or to *Vestlund*, both lying to the N. of *Lake Olstappen* (2 hrs.); the so-called 'Sikkilsdalsvel' then runs to the W. across the *Skalfjeld*, crosses the *Muru Loner*, which descends from the N., by a bridge, and reaches the *Aakre-Sæter* (3130 ft.; 4-5 hrs.), whence the *Aakrekampen* (4633 ft.) may be ascended. The path then leads to the S. round the *Sikkilsdalshø* to the ( $1\frac{1}{2}$  hr.) *Sikkilsdals-Sæter*, the property of an Englishman. If a boat is procurable, we row across the two *Sikkilsdalsvande*; otherwise we must walk along the N. bank of the smaller lake, cross the 'Eid', and follow the S. bank of the

larger lake, but at a considerable height above the water, in order to avoid the marshy ground. On the right rises the *Sikkidalshorn*, and on the left are the *Gaapaupigge*. We next cross a hill commanding a beautiful view of the mountains and glaciers to the W., descend into the *Sjodal*, and cross the *Sjoa* to *Gjendeosen* (p. 181).

The *Southern Path* leads from the *Dalssæter* along the bank of the *Espa*, which descends from *Lake Olstappen* to the *Bredvand*. In the distance rises the *Nautgardstind*. The path, now difficult to trace, next crosses the *Vinstra* by a bridge, and leads thence nearly due N. to the (2 hrs.) *Finbøle-Sæter*; then across the *Finbølhøug* to the *Hinøglelid-Sæter* and the (3 hrs.) *Flysæter*, picturesquely situated. — Thence to the *Sikkidals-Sæter*, where this route unites with that mentioned above, 2-3 hrs. more.

### viii. From Bjølstad to Lakes Gjendin and Bygdin.

$1\frac{1}{2}$ -2 Days, spending a night at the *Griningsdal-Sætre*.

*Bjølstad* in the *Hedal*, see p. 138. The first quarter of the route is unattractive. It follows the left (N.) bank of the *Sjoa*, and leads past *Auseng* and *Fjerdingyrænd* to *Gaarden Stene*, to the N. of which is the *Lussæter*, commanding a magnificent distant view of Jotunheim, and well deserving a visit. We next reach (2 hrs.) the *Rind-Sæter*, at the confluence of the *Sjoa* and the *Rindenelv*. We may now follow the latter stream to (1 hr.) *Rands-værk* (2397 ft.; good sæters), and cross the *Graahø* to the S. to the *Riddersprang* (p. 179); or reach the same point from the *Rind-Sæter* by following the *Sjoa*.

From the *Riddersprang* the route follows the right (E.) bank of the *Sjoa* to the *Saliensæter* and the *Stutgangen-Sæter*. We now quit the *Sjodal* and turn to the S.E., round the *Stutgangen-Kamp*, and thus reach the *Griningsdal*, with its sæters (good quarters).

The path leads round the large rocky knoll to the W. of the *Griningsdal* to the *Kampsæter* and the *Grasviksæter*, at the N. end of the upper *Sjodalsvand*. From this point we may row to the *Besstrandsæter* or *Bessesæter* (p. 180), and walk thence to *Gjendeosen*; or we may walk the whole way thither, skirting the E. bank of the *Sjodalsvand* the first part of the way. — *Gjendeosen*, see p. 181.

From *Gjendeosen* an interesting route (to which, however, the great difficulty of crossing the *Leirungselv* is a serious drawback) leads through the *Øvre Leirungsdal* to the *Svartdal*, and thence across the *Svartdalsaæte* (p. 164) to the *Gjendebed* (p. 167). Guide necessary (5 kr. 20 ø.).

FROM *GYENDEOSEN* TO LAKE *BYGGIN* (6-8 hrs., guide 4 kr.; not a very attractive route). The path leads on the S. bank of the *Sjoa* to the *Leirungsvand* and passes round the E. side of the lake. It then ascends the course of a brook to the S. to the *Brurskar-knuttet*, avoiding the extensive marshes of the *Leirungselv* in the valley of that stream. Around the *Leirungsdal* rise the imposing *Synshorn*, *Knutshulstind*, *Kjærnhultind*, and *Høgdebrattet*.

At the top of the hill towards the S. we reach a dreary plateau

called the *Valdersfly* (*Fly*, 'marshy mountain-plateau'), with its numerous ponds. Keeping a little to the E., we then descend by the *Rypekjern* stream to the *Vinstervand* or *Stremvand*. For a short distance we follow the W: bank of the lake, cross the *Vinstra* by a bridge, turn towards the S.W., past a spur of the *Bitihorn*, which has been visible from the *Valdersfly* onwards, and thus reach the *Raufjords-Hotel* near the E. end of Lake *Bygdin* (see p. 162).

Those who take this journey in the reverse direction should row from the *Raufjords-Hotel* to the *Sundseeter* at the E. end of Lake *Bygdin*, and along the *Breilaupa* (p. 163), which descends from the *Kalvaa-høgda* on the N., ascend towards the N.E. to the *Valdersfly*, on which the route unites with that described above.

#### ix. From Storvik to Lake Gjendin.

1½-2 Days. A walk which embraces several interesting points. Guide desirable as far as the Fuglesæter. The night may be spent at the *Fuglesæter* or at the *Veoliensæter*.

From the *Gudbrandsdal* to *Sørum* and *Storvik*, see p. 143. — From *Storvik* the path ascends the right (E.) bank of the *Thesseclev* to the *Ringnæssæter*, thence to the S.W. to the \**Oxe/fos*, or *Endinfos*, and across the river to the *Nordsæter* at the N.W. end of the *Thesvevand* (about 1½ hr.), a lake ¾ M. long, abounding in trout, and which is said to have been presented by St. Olaf to the inhabitants of *Gardmo* (p. 143). In 1½ hr. more we row to the *Naaversæter* at the S. end of the lake, whence the route mentioned at p. 171 leads through the *Smaadal* to the *Visdal*.

The path now traverses the disagreeable marshes formed by the *Smaadelø* at its influx into the lake. A horse may possibly be obtained at the *Naaversæter* to enable the traveller to cross the swamp dryshod; if not, he must keep as far as possible to the right in order to avoid it. Beyond this point the path leads to the S. to the (2-3 hrs. from the lake) —

**Fuglesæter** (3035 ft.; good quarters). If time permit, the traveller may ascend the *Fuglehe*, in order to obtain a view of the Jotunheim Mountains, among which the 'Botn' of the Glittertind (p. 170) presents a particularly striking appearance.

About ½ hr. to the S. of the Fuglesæter we reach the picturesque, pine-clad *Sjodal*, where a bridge leads to the E. to the right bank of the *Sjoa*. Near this spot, according to tradition, the 'Valdersriddar' with his abducted bride, when pursued by the 'Sandburidder', sprang across the rocky chasm, which accordingly bears the name of *Ridderspranget*. (The route to *Randsværk* crosses this bridge; see p. 178.)

Our route follows the left (W.) bank of the *Sjoa*, and after about 1 hr. quits the *Sjodal* and ascends to the W. to the *Veoliensæter* (good quarters), near the *Veodal*, in about ½ hr. more.

The neighbouring \**Veoknap* commands an admirable survey of the Glittertind, *Nautgardstind*, etc. — An uninteresting route, chiefly used by reindeer-stalkers, leads through the *Veodal* and crosses the *Skautfly*, which commands an imposing view of the Glittertind to the N. and the

huge Veobræ to the S.; it then descends by the *Skautvele* to the *Nedre Sulcims-Sæter* in the Visdal (p. 170).

The route now descends into the Veodal, crosses the *Veodlv* by a bridge, and reaches the (1½ hr.) **Hindsæter** in the Sjodal, near the influx of the *Store Hinden* into the Sjoa.

A path leads hence, crossing the Sja by a bridge, to the *Stutgangen Sæter* on the E. side of the Sjodal, and to the \**Griningsdals-Sætre* (p. 178), which command a fine view of the Nautgardstind to the W.

After wading through, or leaping across, the Store and the *Vesle* ('little') *Hinden*, we next reach (about 1½ hr.) the three —

**Rusliensætre** (2648 ft.; good quarters at all). See Map, p. 40.

The ASCENT OF THE NAUTGARDSTIND ('cattle-yard peak'), a broad and partly snow-clad pyramid but with a summit free from snow, may be made from these sæters in 3-4 hours. It is sometimes spoken of as a 'Dametind', as the ascent has been frequently accomplished by ladies. The path follows the cattle-track ('kuraak') to the *Hindfly*, where it turns to the left to the *Søndre Tverråa* and round the *Russe Rundhe*, traversing 'Ur'. Fine view hence, to the S.W., of the *Tykningsseen* (7710 ft.). We now come in sight of the slightly flattened and snowless summit of the *Nautgardstind* (7610 ft.), to which we have still a steep ascent of about ½ hr. on the N.E. side of the cone. On the W. side the Tind ends in a vast 'Botn' or basin, 1600 ft. in depth. To the E. the view embraces the extensive 'Sætervidder' of the Gudbrandsdal with their isolated peaks, as far as the Rondane and the Sølentind in the Østerdal. The prominent mountains to the S. are the Beshø and the Knutshulstind, while far below us lies the dark-green Rusvand. The grandest peaks to the W. are the Memurutind, the Heilstuguhø, and the Leirhø, with their connected glaciers; then the Galdbøpig (which has been likened to a girl's head with a cap), and nearer us the Glittertind.

FROM THE RUSLIEN SÆTER TO THE MEMURUBOD on Lake Gjendin, a long and somewhat fatiguing day's walk. The route at first follows the left bank of the *Russa Elv*, crosses the *Søndre* and *Nordre Tverråa* (which must be forded), and reaches the (3 hrs.) *Rusvasbod*, at the E. end of the crescent-shaped **Rusvand** (4263 ft.), a lake 1 M. in length. The little frequented path skirts the N. bank of the lake, crossing several torrents descending from the *Kjærnhul*, the *Blaakjærnhul*, and other mountains. To the S. are the precipices of the massive Beshø (see below). At the (3 hrs.) W. end of the lake we ascend the *Rusglop*, between the *Gloptind* on the S. and the *Tykningsseen* on the N., and then pass the *Hestljern*, lying to the right. After following the height to the S. for some distance farther, there is a steep descent to the (3 ¼ hrs.) *Memurubod* (p. 167), where the muddy *Memuruvelv* is crossed by a bridge. Thence to the *Gjendebed*, p. 167.

The route from the Rusliensæter to Gjendeosen crosses the *Russelv* and leads to the S. over a spur of the *Besstrandfjeld* to the (1½ hr.) **Besstrandsæter** at the W. end of the lower *Sjodalsvand*. It next skirts the W. bank of the upper and larger *Sjodalsvand*, affording a view of the *Mugnafjeld*, *Synshorn*, and other lofty mountains towards the S.W., and reaches in 1½ hr. more the two —

**Bessesætre** (3205 ft.; good quarters at both).

The ASCENT OF THE VESLEFJELD, WITH THE BESHØ AND BESEGG is interesting (guide to the Besegg unnecessary, but to the Beshø advisable).

The ASCENT OF THE FESLEFJELD, WITH THE BESHØ AND BESEGG is interesting (guide to the Besegg unnecessary, but to the Beshø advisable). Near the sæters we cross the *Bessa*, which descends from the *Fesvand*, by a bridge, and follow the path on its S. bank indicated by *Varder* ('stone heaps') to the height by the *Besrand*, where the routes divide. A gradual ascent to the right leads to the lofty *Beshø* (547 ft.), while to the left lies the route to the barren and stony *Veslefjeld* (1½-2 hrs.). The latter com-

mands a view of the whole of the dark-green Lake Gjendin, with the Svardalspig to the S.W. and the Skarvdalstind to the W.; most imposing, however, is the survey of the neighbouring Beshø, while to the N. rises the Nautgardstind. — We may now proceed towards the W. along the crest of the Veslefjeld, rising between the Besvand and the Gjendin, which lies nearly 1000 ft. lower than the Besvand. This crest gradually narrows to the **\*Besegg**, a very curious ridge or arête, a few feet only in width, descending precipitously to both lakes, particularly to the Gjendin. Travellers with steady heads may follow the giddy 'edge' for  $\frac{1}{2}$  hr., or even as far as the *Eid* separating the two lakes, and not rising much above the level of the Besvand. It is also possible to proceed to the Memurubod (p. 167) by following the base of the Beshø. It is, however, preferable to return to the Bessesæter, or to descend direct to Gjendeosen.

From the Besse sæters we have a walk of about 1 hr. more to —

**Gjendeosen** (*Os*, 'mouth', 'estuary'), situated at the efflux of the Sjoa from *Lake Gjendin*, where a club-hut ('Hotel Gjendesheim') affords good quarters. — The journey by boat to *Gjende bod* takes 6 hrs. (with two rowers, for 1, 2, 3 persons, 6 kr., 6 kr. 80 ø., 8 kr.), but is not practicable in stormy weather. —

From Gjendeosen to Lake Bygdin, see p. 178.

#### x. From Fortun to the Horunger.

Ascent of the Dyrhougstind and back to Fortun,  $1\frac{1}{2}$  day, the night being spent at the *Riingadn Sæters*.

From *Skjolden* on the Sognefjord to ( $\frac{1}{2}$  M.) *Fortun*, see p. 152. — Fortun (where *Ole Solfestson* is a good guide) is the best starting-point for a visit to the Horunger. The road (see p. 152) ascends to Gaarden *Berge*, beyond which there is a bridle-path, leading in 3-4 hrs. to the sæters of *Gjessingen* and *Turtregred* (2790 ft.). Thus far, or even to the \*\**Oscarshoug*, 940 ft. higher, which should certainly be visited, the traveller may ride (comp. p. 151).

The path then crosses the boisterous *Helgedalselv* and ascends to the S. to the  $1\frac{1}{2}$  hr. sæters of **Riingadn**, also known as the *Riingssætre* or *Skagastøle* (the lowest of which, kept by a civil *Budeie*, or dairy-woman, affords tolerable quarters). The scenery here is very striking. The view embraces part of the immense **\*Horunger**, one of the wildest mountain-groups in Jotunheim, with their precipitous slopes, picturesque pinnacles, and numerous glaciers, to which the green valleys below present a pleasing contrast. The sharpness of the peaks and ridges is caused by the rapid disintegration of the 'gabbro' rock of which the mountains are formed. The name Horunger is said to be an ancient Aryan word, probably signifying 'large mountains' (akin to the Greek *ὅγος*, Slavonic *gor*, and the *horje* in the Voss district).

By leaving Fortun at a very early hour the traveller may reach the Riingadn sæters in time to ascend the Dyrhougstind the same day, and may even return to Fortun the same evening (a very long and fatiguing day). It is preferable, however, to spend a night at the Riingadn, especially if the traveller desires a glimpse of sæter-life. The ascent of the Tind (there and back) takes about 3 hours.

Above the sæters the route crosses the bridge and ascends the *Riingsdal* as far as a point where the Dyrhoug rises immediately to the left. It then ascends steeply and follows the ridge to the S. to the summit of the first **Dyrhougstind** (6537 ft.). Towards the E. we survey the *Skagastølstinder*, to the right of which are the wild *Maradalstinder*; to the W. the *Soleitinder*, *Austabottinder*, and *Riingstinder*; and to the S. the other *Dyrhougstinder*, rising in an amphitheatre to the last and highest (6810 ft.), which is still unnamed. To the left, lower down, lies the *Skagastølsbra*, with a small ice-lake (4267 ft.), and to the right is the *Riingsbra*. Between the *Skagastølstinder* and the *Dyrhougstinder* peep the snow-clad mountains on Lakes *Bygdin* and *Tyin*. To the N. rise the *Funaraak* and the *Smærstabtinder*, and towards the W. stretches the enormous *Jostedalsbra* as far as the *Lodalskaupe*. The traveller is particularly cautioned against venturing too far along the sharp arête with its loose crumbling stones.

The highest *Skagastølstind* was ascended for the first time by *Mr. Slingsby*, on 21st July, 1876, who started from *Riingadn*. The ascent was also made by two Norwegians in 1877, accompanied by *Ole Solfestson*, who describes the expedition as exceedingly laborious and dangerous.

## 18. From Molde to Throndhjem.

Of the many different routes which may be chosen from Molde to Throndhjem, partly by land and partly by water, the following are the four most important, the first of which (*a*) is by far the most interesting, and the second (*b*) by far the most expeditious, while either of the others (*c, d*) may be taken for the sake of variety by travellers who have already seen the Romsdal.

### a. Via the Romsdal and Dovrefjeld.

31 M. STEAMBOAT to *Veblingsnæs* ( $3\frac{1}{4}$  M.) in 3-5 hrs. (see p. 131). ROAD through the *Romsdal* (diligence three times weekly, see R. 15; not recommended) to *Dombaas*  $9\frac{3}{4}$  M.; thence over the *Dovrefjeld* to *Støren*  $13\frac{1}{8}$  M. (fast stations: horse and carriage 1 kr. 80 ø. per mile). RAILWAY from *Støren* to *Throndhjem* ( $4\frac{1}{3}$  M.) in about  $3\frac{1}{2}$  hrs. — As almost all the stations afford good accommodation, the traveller may divide the journey into longer or shorter stages according to circumstances. If possible, however, six days should be devoted to it, especially if the *Romsdal* has not yet been visited: 1st. From Molde to *Aak*; 2nd, *Stueflaaten*; 3rd, *Dombaas*; 4th, *Drirstuen*; 5th, *Garlid*; 6th, *Støren*, and by evening train to *Throndhjem*. If pressed for time, the traveller may by quitting Molde at a very early hour reach *Ormeim* on the first day, *Dombaas* on the second, *Aune* on the third, and *Throndhjem* on the fourth. — As already mentioned, the whole of the *Romsdal* is worthy of the notice of *pedestrians*, a party of whom, by engaging a *stolkjærre* for their luggage, will walk from *Aak* to *Stueflaaten* as quickly as they can drive. From *Stueflaaten* to *Dombaas*, however, driving is preferable. From *Dombaas* to *Fogstuen* again a good walker will outstrip a carriage; and walking is also recommended from *Jerkin* to *Drivstuen*, and from *Austbjerg* to *Bjerkaker*.

From *Molde* to *Dombaas*, see R. 15. *Dombaas* lies at the S. base of the *Dovrefjeld*, the most famous of the Norwegian mountain

ranges, which separates Southern (*Søndenfjeldske*) from Northern (*Nordenfjeldske*) Norway. As the Norwegian mountains do not form well-defined chains like the Alps, but consist of vast table-lands, intersected here and there by valleys, there are no passes here in the Swiss sense of the word. After reaching the lofty plateau the road runs for many miles without much variation of level, and then descends gradually to the 'nordenfjeldske' valleys. A great part of the route traverses lofty, bleak, and treeless solitudes, passing rock-strewn tracts, swamps, gloomy lakes, and dirty masses of snow, and is therefore far from picturesque. The solemn grandeur of the scenery, however, has a peculiar weird attraction of its own, and the pure mountain-air is remarkably bracing and exhilarating. For botanists, zoologists, and sportsmen there are also abundant attractions. Beyond Kongsvold, however, the character of the landscape changes. The road traverses the highly picturesque gorges of the Driva and the Orkla, beyond which the country presents a more smiling aspect and is comparatively well peopled. As Throndhjem is approached the vegetation will strike the traveller as being remarkably rich for so northern a latitude (nearly the same as that of the S. coast of Iceland).

The road at first ascends very rapidly, traversing moor and swamp, scantily overgrown with stunted pines. Looking back, we obtain an imposing survey of the mountains. To the W. lies the Læsvand (p. 135), which we passed on the way from the Romsdal to Dom baas. In about 1 hr. we reach the plateau. The poles (now rendered unnecessary by the telegraph-posts) mark the direction of the road in winter, when the snow sometimes lies here to a depth of 16-20 feet. The road crosses the *Fogsaae*, an affluent of the Glommen. To the left are extensive mountain-plains where the sources of the Driva take their rise, the waters of which descend to Sundal. On the *Fogstuhø* we observe three seters on the right and others to the left. To the N.W. rise the *Hundsjø* and *Skredja-Fjeld*, and beyond them the *Snehætta*, the snow-field and glacier of which in its W. basin ('Botten') are distinctly visible.

7/8 M. (pay for 1 M., but not in the reverse direction) + **Fogstuen** (3190 ft.; tolerable station) is one of the four 'Fjeldstuer', or mountain-inns, which were founded by government on the Dovrefjeld for the accommodation of travellers so far back as 1107-10. The landlords still receive an annual subsidy from government, and it is part of their duty to keep the roads open in winter and to forward the mails. The other three 'Fjeldstuer' are Jerkin, Kongsvold, and Drivstuen.

'From my inmost soul I commanded the good king *Eystein*, who in 1120 built these four Fjeldstuer on the Dovrefjeld for the benefit of way-farers crossing the mountain'. (L. v. Buch.)

From Fogstuen the old road, now disused, leads across the lofty *Hardbakke* (3750 ft.) direct to Toftemoen in the Gudbrandsdal (p. 136). — L. v. Buch, who traversed this route at the end of April (i.e. in winter) writes: 'The lofty pyramid of the *Snehætta* then came in sight in the

midst of the fog, several miles to the north. So rises Mont Blanc, when seen from the Brevent, from its mantle of ice. It is not a mere mountain, but a mountain on a mountain. A great and sublime apparition commanding the whole of this solitude'. — An excursion may be made from Fogstuen to the Hardbakke, if time permits.

Another, but fatiguing excursion (5-6 M., a long day's walk) may be taken to the summit of the Snehætta and thence down to Jerkin. The route (no path) leads past the *Nysæter* and the *Grisungsknatt* (*Knatt*, *Knott*, *Nott*, 'top', 'knoll'), exactly in the direction of the Snehætta. The Knatt, about 1 M. from Fogstuen, commands a magnificent view of the Snehætta and of the Svanaadalsfjeld, while below us flows the *Grysuns-elv*, the chief source of the Driva. Crossing several hills and the *Einangshe*, we at length reach a hunter's hut, from which the ascent of the Snehætta, over a chaos of stones (*Stenur*) and patches of snow (*Snefond*), presents no difficulty. The mountain is not unlike the Mte. Somma adjoining Vesuvius. In the adjacent basin is a small glacier with a pond at its foot. (*M. Durocher* has described this route in the *Annales des Mines*, 3rd series, vol. xii.) From the summit we may then descend to Jerkin in 4-5 hrs. — The ascent of the mountain from Jerkin is, however, preferable to that from Fogstuen (see below).

The road from Fogstuen to Jerkin is nearly level the greater part of the way, and the scenery is monotonous. We pass several lakes (*Nysæter Lake*, *Vardesjø*, and *Afsjø*) formed by the *Fogsaae*, which farther on is called the *Folda*. On the left rises the insignificant *Vardesjehø*, and on the right are the *Blaahøer*. On the *Vardesjø* (also known as the *Foldusjø*), and to the right farther on, there are several sæters.

$\frac{17}{8}$  M.  $\dagger$  **Jerkin** (3140 ft.; excellent station), situated in the midst of wild and desolate scenery, is a good starting-point for reindeer-stalkers and anglers, and also for the ascent of the Snehætta. The \**Kitchen* of the old house, with its antique carved furniture, is an object of great interest. One of the chairs dates from 1676. Pleasant walk to the *Jerkinhø*, the highest point on the old road (4100 ft.).

The **Snehætta** (7770 ft.; 'snow-hat'), which ranks about sixth among the mountains in Norway in point of height, is most conveniently ascended from Jerkin. The ascent was accomplished for the first time by *Esmark* at the end of last century, and has very frequently been made since. (Guide 2, horse 4 kr.; 'Niste', or provisions, necessary.) For 3-4 hrs. we ride across an exceedingly bleak rocky and mossy tract, crossing several torrents, and lastly ascend on foot for 2-3 hrs. over masses of rock covered with snow and ice. For the whole excursions 12 hrs. at least should be allowed. In clear weather (which is rare on the Dovrefjeld) the view is very extensive in every direction, but deficient in picturesqueness and far inferior to that from the Galdhøpig. The chief object of interest is the finely shaped mountain itself, composed of mica-slate.

A not unattractive route, with fast stations, leads from Jerkin through the *Foldal* to *Lille Elvedal* in the valley of the Glommen (railway-station, p. 203). The stations are:  $1\frac{1}{2}$  M.  $\dagger$  *Dalen*,  $1\frac{1}{2}$  M.  $\dagger$  *Krokhaugen*,  $1\frac{5}{8}$  M.  $\dagger$  *Ryhaugen*, and  $2\frac{1}{2}$  M. (pay for 3)  $\dagger$  *Ujetten*. From Krokhaugen a road leads to the S. to the *Atnevand* and the *Rondane* (see p. 203).

The new road from Jerkin to Kongsvold ascends a hill to the W., and then descends gradually to the *Svonaæ*, the course of which it now follows. We enjoy a very striking \*View of the Snehætta, which looks quite near. The scenery here is grand and majestic, especially when seen by the twilight of a midsummer night. The road crosses the boundary between the Stift of Hamar and that of Throndhjem, and gradually descends into the valley of the rapid *Driva*, the course of which it follows down to Aune.

$\frac{7}{8}$  M. (pay for  $1\frac{1}{4}$ ) †**Kongsvold** (about 3100 ft.; excellent station) also forms good headquarters for sportsmen. The Snehætta may be ascended hence almost as easily as from Jerkin. Beyond Kongsvold the road descends through the very picturesque \***Ravine of the Driva**, the first part of which at least should be traversed on foot. In winter the route formerly used was the frozen and snow-clad river, while the summer-route, called the *Vaarstige* ('spring-path'), was a very steep and tortuous path on the right bank of the stream. Pedestrians are recommended to follow this disused route, which is very interesting, and to send on their horses to the point where it rejoins the road. This ravine is one of the very grandest in Norway. It is bounded by enormous precipices, from which numerous waterfalls descend, while the Driva itself forms a series of magnificent cataracts. The vegetation is poor, the wild cherry (*Hæg*, *Sambucus nigra*) not blossoming here till the middle of July. Farther down, beyond the 13th milestone from Throndhjem, the valley expands, and the slopes, still of an imposing character, are clothed with birches. The carefully-kept forest here belongs to government. The *Skogvogter* (under-forester) lives at Næstadvolden, above Drivstuen, and the *Forst-assistent* (upper-forester) at Dombaas. These functionaries again are presided over by a *Forstmester*. The vegetation becomes richer as we descend. By the river-side are a number of *Høhuse*, or hay-huts.

$\frac{13}{8}$  M. †**Drivstuen** (good station), the fourth of the 'Fjeld-stuer' on the Dovrefjeld, though less frequented than the two last, also affords good summer-quarters. Birches now appear; then small gaards, cottages of the 'Husmænd' or labourers, and soon a few fields of barley and potatoes. Scenery still fine. The road crosses the *Driva* by a handsome new *Bridge*, a little beyond which is a gorge called *Magalaupet* (*Laup*, 'gorge', 'gully'), crossed by a genuine old-fashioned Norwegian bridge, where the traveller should alight to inspect the scene. The Driva forms imposing waterfalls here. The broad *Drivadal*, a lower and more fertile zone of the valley, now suddenly comes in view, and we descend to —

$\frac{11}{8}$  M. (pay for  $1\frac{1}{2}$ ) †**Rise** (tolerable station). The *Vinstra*, descending from the left, falls into the Driva here. The Dovrefjeld terminates at —

$\frac{7}{8}$  M. †**Aune** (about 1750 ft.; good station, but charges com-

plained of), sometimes called *Ny-Aune* or *Ny-Øvne*, in the Opdal. To the W. are the church and parsonage of *Opdal*, and the *Sanatorium* of *Dr. Arentz*, the physician of the district. To the W. rises the lofty *Munkvoldsfjeld*, and to the E. the *Allmandbjerg*.

From Aune an interesting road diverges to the left, following the *Driva*, which is afterwards called the *Sundalselv*, and descends the <sup>\*</sup>*Sundal* to *Sundalsøren*, whence a steamboat at present runs in  $7\frac{3}{4}$  hrs. to Christiansund on Tuesday and Saturday mornings. The stations on this road are: 1 M. + *Atbu*,  $1\frac{3}{8}$  M. + *Stiper*,  $\frac{7}{8}$  M. + *Gjøra*,  $1\frac{1}{2}$  M. + *Storfjale* (good),  $1\frac{5}{8}$  M. + *Sundalsøren*. By *Gjøra* the road crosses the *Graaura*, a hill over which the old road toiled with difficulty. From *Sundalsøren* a visit may be paid to the wild <sup>\*</sup>*Lilledal*, to the S., about  $\frac{1}{2}$  M. distant. — If the steamer from *Sundal* does not suit, the traveller may row to (2 M.) *Eidsøren*, whence he may proceed either to *Molde* or to *Throndhjem* (comp. p. 189). — Or we may row from *Sundal* to ( $1\frac{1}{4}$  M.) *Ørkedalsøren*, cross the hills (a moderate day's walk, with guide) to *Gaard Reiten* in the *Eikisdal*, at the head of the *Eikisdalswand*, row down the lake to (1 M.) *Øveraas*, near its N.W. end, and walk or drive thence to ( $\frac{3}{4}$  M.) *Nøste* on the *Erisfjord*, a branch of the *Langfjord* (steamboat to *Molde Mon.* and *Wed.* in  $5\frac{3}{4}$  hrs.). The *Eikisdal* is one of the grandest and most picturesque valleys in Norway, vying with the *Romsdal*, and well worthy of a visit, but no good accommodation is to be had. — The scenery passed by the steamer between *Sundal* and *Christiansund* is interesting at first, but soon becomes tame and barren.

Beyond Aune the road quits the valley of the *Driva* and becomes uninteresting. It follows the course of the *Byna* and crosses the low watershed between that stream and the *Orkla*, which afterwards falls into the *Throndhjem Fjord* at *Ørkedalsøren* (see below). Beyond —

$1\frac{1}{4}$  M. + *Stuen*, or *Nystuen* (a fair station), the road descends to the *Orkla*, which is crossed by a handsome bridge. The river forms a fine waterfall here. Then a steep ascent to —

1 M. + *Austbjerg* (1365 ft.; tolerable), from which the road, still ascending, and traversing forest, follows the magnificent <sup>\*</sup>*Ravine of the Orkla*, the bed of which in 700 ft. below us.

$1\frac{1}{8}$  M. + **Bjerkaker** (good station) lies at the highest point of this part of the road. Beautiful views, particularly of the snow-mountains to the S.W.

From *Bjerkaker* a road with fast stations (1 kr. 60 ø. per horse per mile) leads to ( $8\frac{1}{4}$  M.) *ØRKEDALSØREN* (or *Nerrig*) on the *Throndhjem Fjord*, whence a steamboat starts for *Throndhjem* four times weekly. The road passes *Gaard Høel*, where a famous drinking-horn is still shown, presented by Christian V., out of which Charles XIV. (Bernadotte), Oscar I., and Charles XV. respectively drank when on their way to be crowned at *Throndhjem*. The horn bears inscriptions relating to its history. A huge birch-tree at *Høel*, 9 ft. in circumference, is also worthy of notice. The first station is ( $1\frac{1}{4}$  M.) + *Haarstad*. Farther on we pass *Gaard Uf.* with a very old building, the wood-carving on which is said to have been executed by the 'Jutuls' (giants) with their finger-nails. Next station ( $1\frac{1}{4}$  M.) + *Grut*; then (1 M.) + *Kalstad*, from which a road leads to the W. viâ *Garberg* and *Foseid* to (6 M.) + *Surendalsøren*, whence a steamer runs to *Christiansund* twice weekly. Our road, which leads due N., passes *Løkkens Kobberværk*, crosses the *Orkla*, and next reaches ( $1\frac{3}{8}$  M.) + *Aartivold* (good quarters), whence a road to the S.W. also reaches by *Garberg* and *Foseid* to ( $6\frac{1}{4}$  M.) *Surendalsøren*, while another road leads to the E. to the (3 M.) *Horin* railway-station. From ( $3\frac{1}{4}$  M.) + *Bak*,

the next station on our route, a road leads to the E. viâ *By* and *Salt-næssanden* to (3 $\frac{5}{8}$  M.) *Heimdal*, a railway-station near Throndhjem (p. 199). We next reach (1 $\frac{1}{8}$  M.) † *Ørkedalsøren* (*Inn*, kept by the schoolmaster),\* from which Throndhjem may be reached by steamboat in 3-4 hrs. (comp. p. 190).

Beyond Bjerkaker the scenery continues fine. The road traverses the *Soknedal* and follows the course of the *Igla*, and afterwards that of the *Stavilla-Elv* and *Hauka-Elv*, the united waters of which fall into the *Gula* at Støren. The vegetation becomes richer, and the traveller might imagine he was approaching a more southern region instead of so high a latitude.

1 $\frac{1}{8}$  M. † *Garlid* (good station) lies on a height to the left. The road descends through a picturesque ravine with waterfalls and mills. In the reverse direction this stage is trying to the horses.

7/8 M. † *Præsthus* (very poor). Handsome gaards to the right. Adjacent is the church of *Soknedal* or *Sognadal*.

1 $\frac{1}{4}$  M. † *Støren*, or *Engen i Støren* (*Hotel*, adjoining the railway-station, dear). Travellers arriving here and intending to start again soon by train should drive direct to the railway-station. — From Støren to Throndhjem (about 2 $\frac{1}{2}$  hrs. by train), see p. 199.

### b. By Direct Steamer.

STEAMBOAT 4 times weekly from Molde to Christiansund (12 sea-miles, in 5-6 hrs.) and Throndhjem (34 sea-miles, in 14-16 hrs.; fare 40 or 25 ø. per mile).

The direct steamboat-voyage from Molde to Throndhjem, or in the reverse direction, is of course far more expeditious than any of the other routes, and is pleasant in fine weather; and the bold and barren rocky coast is not destitute of interest. On quitting the Molde Fjord we obtain a fine retrospective view of its charming scenery, and then steer to the N., between the mainland on the right and the islands of *Otterø* and *Gorsen* on the left, to (4 M.) *Bod*, on a promontory of the mainland, where some of the steamboats touch. The steamer here emerges from the 'Skjærgård' or island-belt, and traverses the *Hustadsvik*, skirting the bold and exposed coast, where the sea is often rough, for nearly 8 M. (this part of the voyage taking about 3 hrs.). On the right are *Hustad* and the abrupt promontory of *Stemhesten*.

**Christiansund** (*Møllerup's Hotel*; *Goddal's*; both fairly good), an important little trading town with 7489 inhab., the staple commodity of which is fish, is picturesquely situated on three small rocky islands to the N. of the larger *Averø* and *Fredø*. The town itself is uninteresting, but the small steamboats plying between it and *Sundalsøren*, *Surendalsøren*, and *Vinjeøren* afford a good opportunity for a visit to the picturesque neighbouring fjords.

STEAMBOATS. To Molde 4 times weekly in 4-6 hrs.; to Throndhjem 4 times weekly by the large coasting steamers in 8-10 hrs., and 3 times weekly by a local steamer in 10 hrs.; to *Sundalsøren*, *Mon.* and *Frid.*

8 a.m., in  $7\frac{3}{4}$  hrs., returning on the following mornings; to *Surendalsøren*, Mon. and Frid. 9 a.m., in  $6\frac{1}{2}$  hrs., returning on the following mornings; to *Vinjeøren*, Tues. and Frid., 7 a.m., in  $6\frac{1}{2}$  hrs., returning on the following mornings; to *Korvog*, on the *Kornstadfjord*, Thurs. and Sat. 8 a.m., in  $3\frac{1}{2}$  hrs., returning the same days.

The most interesting of the fjords traversed by these steamers is that of *Sundal* (p. 186), the scenery at the head of which is very imposing. — Those who take an overland route from Molde to Christiansund (or in the reverse direction) take the *Kornstad* steamer from *Eide*, or the *Sundal* steamer from *Eidsøren*, or from *Thingvold*, or from *Strand* near *Battenfjordsøren*, to Christiansund. (Comp. R. 18, c, d.)

The course of the steamboat beyond Christiansund is well protected by islands, the largest of which are those of *Smølen* and *Hitteren* on the left. The *Hitterø*, on which is the station of *Havn*, is famed for its deer, the season for shooting which begins on 1st September. At the narrow entrance to the very extensive *Throndhjem Fjord*, on the N. side, is *Bejan*, a little beyond which is the promontory of *Agdenæs* on the right, once a harbour of the Vikings. Farther on we pass the entrance to the *Ørkedalsfjord* on the right, and soon come in sight of the *Munkholm* and *Throndhjem* beyond it, environed with its smiling green hills. Picturesque scenery all the way from Christiansund, though far inferior in interest to the *Dovrefjeld* or even to the *Surendal* route.

### c. *Viå the Kornstadfjord or the Battenfjord and Christiansund.*

ROAD from Molde viå *Ødegård* to *Eide* on the *Kornstadfjord*  $3\frac{1}{2}$  M.; from Molde viå *Lønsel* to *Battenfjordsøren*, also  $3\frac{1}{2}$  M.; both roads fairly good, but as the stations are 'slow', horses should be engaged at Molde for the whole distance, in order that the alternatives of delay on the route or sending *Forbud* may be avoided. — STEAMBOAT from *Eide* to Christiansund (3 hrs.) at present on Thursdays and Saturdays about 1 p.m.; from *Battenfjordsøren* to Christiansund (2 hrs.) on Tuesdays and Saturdays about 12.30.

Travellers who dread the passage of the exposed and often stormy *Hustadsvik* (see above) may select this pleasant route, by which on certain days Christiansund may be reached in 8-10 hrs., and *Throndhjem* in 8-10 hrs. more by a steamer starting the same evening. According to the present arrangements, if Molde be quitted early on a Saturday morning, Christiansund is reached either from *Eide* at 4, or from *Battenfjordsøren* at 2.45 p.m.; and at 9 p.m. the 'Riddervold' starts for *Throndhjem*, arriving early next morning. Travellers in the reverse direction leave *Throndhjem* by the 'Riddervold' on Sunday at 10 p.m., and reach Christiansund in time for the steamboat at 8 a.m. to *Battenfjordsøren*.

A good road leads from Molde to the E., skirting the beautiful *Fanestrond* for about  $\frac{1}{2}$  M., and then turns to the N.W. to (1 M.) *Ødegård*, a poor station on a fjord of the W. coast, beyond which it leads to the N.E. to (2 M.) *Eide*, a tolerable station on the *Kornstadfjord*, opposite *Kornstail*, a village of some importance on the *Årø*, a large island to the W. of the *Hustadsvik*. From *Eide* the steamer (see above) steers to the E. through the *Kornstadfjord*,

and then to N., between the *Averø* and the *Fredø*, to *Christiansund*. Picturesque scenery almost the whole way, though inferior to that of the Romsdal and Molde fjords. — The other road leads from Molde to the E., passing the road to *Ødegaard* above mentioned, to (1 M.) *Lønset* and (1 M.) *Eide*; it then turns inland and leads to the N. to ( $\frac{3}{4}$  M.) *Fursæt* and ( $\frac{3}{4}$  M.) *Battenfjordsøren*, a tolerable station on the fjord of that name. Whether this road or the other be selected, the traveller should so time the journey as to reach Christiansund in one day. For the drive to Eide or to Battenfjordsøren 6-7 hrs. should be allowed; but if the traveller has neither sent *Forbud* nor secured horses at Molde for the whole journey, he must be prepared to spend nearly double that time on the road.

*Christiansund*, see p. 187. In windy weather the sea is often rough at several points between Christiansund and the mouth of the Throndhjem Fjord. In this case the traveller may prefer to take the local steamer (at present Mond. and Thurs., 9 a.m.) to *Vinjeeren* to the E. (not to be confounded with a place of that name at the head of a branch of the fjord of *Surendalsøren* to the S.E.) in  $6\frac{1}{2}$  hrs., traversing a land-locked fjord the whole way, and to drive thence to *Ørkedalsøren*, about 6 M. distant (see p. 186). If the steamer from *Ørkedalsøren* does not suit, the traveller may drive thence by a good road with fast stations to ( $6\frac{3}{4}$  M.) Throndhjem. *Ørkedalsøren* is the only good station on this route.

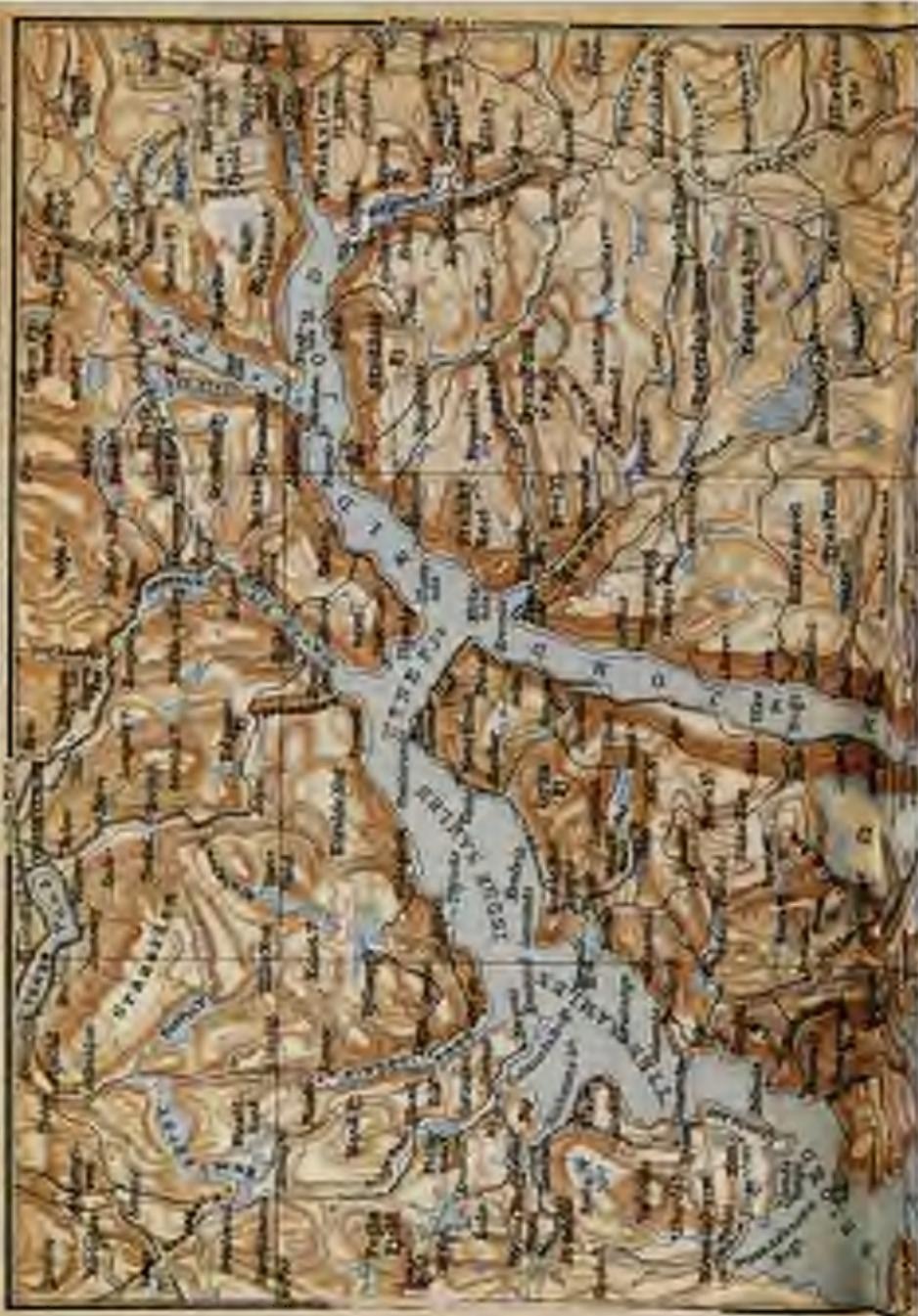
#### d. Viå Thingvold, Stangvik, Garberg, and Ørkedal.

$18\frac{3}{4}$  M. ROAD the whole way, except from *Angvik* to *Koksvik* or *Thingvold* ( $\frac{1}{2}$  M.), and from *Bøtsæt* to *Stangvik* ( $\frac{5}{8}$  M.), where the fjords must be crossed by boat. *Stangvik* and all the stations beyond it are fast (1 kr. 80 ø. per mile for horse and car); those between Molde and *Stangvik* are slow (96 ø. per M. for horse and car, and the same for each rower). — A far more interesting route is by STEAMER from Molde to *Nøste* (Sund. at 2 p.m. Wed. 6 a.m.): visit the *Eikisdal* (p. 186); cross the hill to *Øxendalsøren* (p. 186); visit *Sundalsøren* and the *Lilledal* (p. 186); take the STEAMBOAT (Tues. and Sat. 7 a.m.) to *Koksrik*, and there join the above route. — An easier route is by STEAMER from Molde to *Eidsvaag* (same boat as to *Nøste*); drive from *Eidsvaag* or *Stubø* to *†Eidsøren*,  $\frac{3}{4}$  M.; row to *Fjelseide*,  $1\frac{1}{2}$  M.; drive to *Meisingsæt*,  $\frac{3}{4}$  M.; row to *†Stangvik*,  $\frac{7}{8}$  M., and there join the route first mentioned.

Of the three routes above indicated, the first is the most direct, the second the most interesting, and the third the easiest. On each of them the scenery is pleasing nearly the whole way to Throndhjem; but there are few good stations, and the road is inferior to that crossing the Dovrefjeld. The stations on the direct route are —

1 M. *Lønset*; 1 M. *Eide* (where the road to Battenfjordsøren diverges to the N.; see above); 1 M. *Istad* (beyond which a road diverges to *Tjelde* on the *Langfjord*); 1 M. *Heggeim*; 1 M. *Angvik*. Thence across the *Thingvoldsfjord* to —









$\frac{1}{2}$  M. *Koksvik*, adjoining the church of *Thingvold*. Again by road to ( $\frac{5}{8}$  M.) *Bølset*, and thence by boat to —

$\frac{5}{8}$  M.  $\dagger$ *Stangvik* (fair station; good quarters at *Bruset's*). Or the traveller may row from *Bølset* to *Surendalsøren* (\*Inn), 2 M. distant, and drive to *Haanstad*,  $\frac{7}{8}$  M. farther. From *Stangvik* the road leads to —

$1\frac{3}{8}$  M.  $\dagger$ *Aasen*, where the scenery becomes finer;  $7/8$  M.  $\dagger$ *Haanstad* (fair station), where we enter the attractive *Surendal*;  $1\frac{1}{2}$  M.  $\dagger$ *Aune* (\*Station);  $\frac{7}{8}$  M.  $\dagger$ *Foseid*;  $1\frac{1}{4}$  M.  $\dagger$ *Garberg*;  $1\frac{3}{4}$  M.  $\dagger$ *Aurlivold* in the *Ørkedal* (\*Station), a fatiguing stage, and hilly road;  $3\frac{3}{4}$  M.  $\dagger$ *Bak* (good quarters at *Olsen's*, or at the schoolmaster's).

From *Bak* the direct route to *Throndhjem* is by ( $1\frac{1}{2}$  M.)  $\dagger$ *By*, ( $1\frac{1}{8}$  M.) *Saltnæssanden*, and ( $3/4$  M.) *Esp* ( $1\frac{1}{4}$  M. from *Throndhjem*), in all  $18\frac{3}{4}$  M. from *Molle*.

It is, however, preferable to drive from *Bak* to ( $1\frac{1}{8}$  M.) *Ørkedalsøren*, or *Nervig* (\*Station; comp. p. 186), by a very picturesque, though hilly road, and to proceed thence by steamboat to *Throndhjem*. The land-route from *Nervig* is by ( $1\frac{3}{8}$  M.)  $\dagger$ *Eli* (\*Station), a picturesque place;  $7/8$  M.  $\dagger$ *Saltnæssanden*; 1 M. *Heimdal*, a railway-station (p. 199), whence (0,8 M.) *Throndhjem* (see below) may be reached by train.

## 19. Throndhjem and its Environs.

*'Det er saa favert i Throndhjem at hvile'*  
Tis so pleasant in *Throndhjem* to dwell.  
(Burden of an old Song.).

**Arrival.** Carriages and porters (*Bybud*) with hand-carts (*Triller*) await the arrival of passengers at the railway-station on the S. side of the town, and also at the quay (*Bratoren*) at the mouth of the *Nid* at the N.E. angle of the town. A slight custom-house examination takes place on board the steamer. The principal hotels are all about  $1\frac{1}{4}$  hours' walk from the station and 5-10 min. from the quay.

**Hotels.** *BRITANNIA*, Dronningens-Gaden, a large and handsome stone house, completed in 1878, well situated; R. from 1 kr. 60, L. 40, A. 40, B. or S. 1 kr. 40 ø., D. 3 kr. — *HÔTEL D'ANGLETERRE* and *BELLEVUE*, adjoining each other in the *Nordre Gade*; *VICTORIA*, Dronningens-Gaden 61; all situated lower down and nearer the fjord, the smell from which is apt to be unpleasant at low tide; similar charges. — Second class: *NILSEN'S*, Krambodsgade; *LARSEN'S*, Carl-Johans-Gaden 4, R. and B. 2 kr., dinner not procurable. — *Brewery*, Fjords-Gaden, near the steamboat pier; beer 15 ø. per glass.

**Post and Telegraph Office** at the corner of the *Nordre* and *Kongens-Gade*.

**Skyds-Station:** *Ole Wold*, Børsvendveiten. — **Carriages:** *P. Røst*, *Carl-Johans-Gaden*, and *Kolberg*, Ørjaveiten, both near the Angleterre; *O. Solberg*, Apotekerveiten, at the back of the Britannia; *Ellesen*, Gau-bækveiten. For long journeys *Røst* and *Ellesen* are the best. For a carriage and pair, holding 2-3 passengers, to *Aak* or *Veblungsnes*, whether with the same horses, or with a change at each station, 220-250 kr. is the sum usually demanded; to *Lillehammer* about 300 kr.; while these journeys for each traveller by railway and carriage cost about 52 and 70 kr. respectively. The carriages are sent to *Støren* by railway, and the drive begins there.

**Banks.** *Norges Bank*, at the corner of the *Kongens-Gade* and *Kjøb-*

mands-Gade; *Kredit-Bank*, a large and handsome building in the Dronningens-Gade, adjoining the *Britannia*; and several others. Money may also be exchanged at *Mr. Kjeldsberg's*, the English vice-consul, at the corner of the Strand-Gade and Søndre Gade, and at *Mr. Claus Berg's* (firm of *Lundgrens Enke*), the American vice-consul, Munke-Gaden, at the corner of the Tørv. The usual bank office-hours are 10-2 o'clock.

**Consuls.** English and American, see above. German, *A. Jenssen, junr.*, *Kjøbmænds-Gaden*; French, *H. Lundgren*, same street; Austrian, *Ch. Toulow*, Munke-Gaden. Also Danish, Russian, and others.

**Baths.** Warm and shower baths at the *Harmonie*, at the S.W. corner of the Tørv (in the court, on the left); cold 27, warm 67°. — *Sea Baths*, on the breakwater, reached by boat from the N. end of the Munke-Gade. — New Turkish and other baths are shortly to be opened by a company.

**Shops.** Preserved meats, biscuits, wines, spirits, etc. at *Kjeldsberg's* and at *Lundgrens Enke's* (see above). A cheap and not unpalatable spirit in great local repute is that of the neighbouring distillery of *Lysholm*. — Furs at *J. N. Braun's*, Strand-Gade 37, one of the best shops of the kind in Norway; eider-down 16-24 kr. per lb., according to quality. — Carved wood, 'Tolleknive', etc. at *Blikstad's*, opposite the Victoria Hotel. — Booksellers: *Andersen's Enke*, Nordre Gade; *Staf' & Gramm*, same street (also Northern antiquities); *Heiberg & Bruun*, Kongens-Gaden. — Photographs at *Brækstad's*, Strand-Gade 19.

**Newspapers** at the *Athenaeum Club*, in the *Harmonie* building, at the S.W. corner of the Tørv, and in the Reading Room of the *Britannia Hotel*.

**Railway Station** at the S. end of the Prindsens-Gade. A new central station for the line to Røros and Hamar, and for the line now in course of construction via Møraker to Östersund and Sundsvall in Sweden, is about to be erected at the N. end of the Munke-Gade, where the channel between the town and the breakwater is being filled up.

**Steamboats.** All the steamboats start from the pier (*Bratøren*) at the mouth of the Nid, the larger generally at high tide only, the smaller at any time. It should be noted that the larger vessels sometimes start from the pier before their time and cast anchor off *Ihlen*, the W. suburb. The principal services are at present (comp. *Communicationer*): to *Bergen* and *Christiania* on Tuesdays 10 p.m.; on Wednesdays at 7 p.m., and another at midnight. To *Bergen*, *Christiansand*, and *Hamburg*, Friday nights. To *Tromsø* and *Hammerfest*, Thursday nights or early the following morning, and Saturdays at noon. To the *North Cape* and *Vadsø*, Tuesday nights. — To *Christiansund* Thurs. and Sat. 8 a.m.; *Sund*. 10 p.m.; *Ørkedalsøren* Mond., Wed., and Frid. 8 a.m., and Sat. noon; *Levanger* and *Værdalsøren* Mond., and Thurs. 8 a.m.; *Beian* and *Vaabjerget* Tues. and Frid. 6 a.m.; *Stenkjer* Wed. and Sat. 7 a.m. — To *Hull* on alternate Thursdays. — All the coasting and local steamers stop at numerous stations. The above services are of course liable to alteration, but as a rule the traveller will have four opportunities weekly of going to Molde, Bergen, and Christiansand, three by the same route to *Christiania*, three to *Tromsø*, two to Hammerfest, and one to the *North Cape*.

**English Church Service** in summer in the Chapter House of the Cathedral.

**Points of Interest.** Cathedral (p. 164); walks to *Christiansten* on the E. side of the town (p. 196), and to the *Stenbjerg* to the S.W. — The *Hjorten*, a 'Lyststed' or kind of 'Tivoli', at the W. end of the *Ihlen* suburb, is a popular resort (theatricals and music frequently in summer). — A favourite excursion is to the *Lerfos* (3½-4 hrs. there and back).

Of all the larger towns in Europe *Throndhjem*, with 22,597 inhab., is the northernmost, being situated in 63° 30' N. lat., or in a line with the S. coast of Iceland. It lies on a peninsula at the mouth of the *Nid*, and on the N. bank of the very extensive and picturesque fjord called after it. The vegetation of the beautiful undulating environs is remarkably rich for so northern a latitude,

and among the trees fine old walnuts occur frequently. The mean annual temperature is about  $42^{\circ}$  Fahr. (corresponding with the mean winter temperature of the S. coasts of England and Ireland), while that of Christiania is  $41^{\circ}$  only (that of the Shetland Islands  $45^{\circ}$ ). Christiania, on the other hand, is warmer in summer and colder in winter, the July temperature being  $62^{\circ}$  and that of Throndhjem  $53^{\circ}$  only. Many of the inhabitants are wealthy and



prosperous, and they have long been noted for the kindness of their disposition.

The town is the capital of the district of *Throndelagen* (so called from the ancient tribe of the *Throndar*, of whom this is the 'home'). The greater part of it lies on the *Nidarnes*, a peninsula resembling a fig in shape, formed by the fjord on the N. side and the circuitous course of the *Nid* on the S.W., S., and E. sides.

At a bend of the river to the W., where it approaches within a few hundred paces of the fjord before making its final sweep round the town, lies the suburb of *Ihlen* (probably from *Ile*, 'an intrenchment'). Opposite, on the right bank of the river, is the peninsula called *Øen*. The Nid then falls into the fjord by the *Bratere* on the E. side of the town. Beyond its mouth, to the E., rises the suburb of *Bakland* ('hilly land'), with picturesque heights beyond it, the chief of which is the *Blashevoldbakke* (p. 197), with the old fortress of *Christiansten*, terminating in the promontory of *Hladhammeren*. On the S.W. side of the town, to the S. of *Ihlen*, rises the *Stenbjerg* (p. 197). All these heights command picturesque views. — The town is regularly and on the whole handsomely built, although chiefly of timber. The wideness of the streets, which generally intersect each other at right angles, is intended to diminish the danger of fire. The windows of many of the houses are embellished with a beautiful show of flowers. In the Kongens-Gade are several tastefully-kept little gardens, where the *Sorbus Scandia* frequently recurs.

Down to the middle of the 16th cent. the name of the town was *Nidaros* ('mouth of the river Nid'; *Aa*, *Aar*, signifying 'river', and *Os*, 'estuary') or *Kaupangr i Thrándhjem* ('merchants' town in Throndhjem'), after which period the present name came into general use. Like Upsala in Sweden, Throndhjem, which has been called the 'strength and heart of the country', may be regarded as the cradle of the kingdom of Norway, and it was on the *Bratere* here that the Norwegian monarchs were usually elected and crowned. Here, too, was the meeting-place of the famous *Ørething*. So early as the year 996 *Olaf Tryggvesson* founded a palace to the S. of the *Bratere* and a church which he dedicated to St. Clement. *St. Olaf*, who is regarded as the founder of the town (1016), revived the plans of *Olaf Tryggvesson*, which had fallen into abeyance after his death, and after the death of 'the saint' at the battle of Stiklestad (1030) a new impulse was given to building enterprise. His remains were brought to Throndhjem and buried there, but were soon afterwards transferred to a reliquary and placed on the high-altar of *St. Clement's Church*, where they attracted hosts of pilgrims, not only from other parts of Norway, but even from foreign countries. The spot where *St. Olaf* was originally buried was by the spring adjoining the S. side of the choir of the present cathedral, and on that site a magnificent church was subsequently erected. Though now little more than a fragment, having been repeatedly destroyed by fire and sadly disfigured by alterations and additions, it is still the most beautiful and interesting church in the three Scandinavian kingdoms. The reverence paid to *St. Olaf* gradually rendered Throndhjem one of the largest and wealthiest towns in Norway, and gave rise to the erection of no fewer than fourteen churches and five monasteries.

At a later period terrible havoc was caused by civil wars, pestilence, and conflagrations; and the pilgrimages, to which the place owed so much of its prosperity, were at length put an end to by the Reformation. The precious reliquary of the saint was removed by sacrilegious hands from the altar in the octagon of the choir, while his remains were buried in some unknown spot, and most of the churches and monasteries were swept away. In 1796 the population numbered 7500 souls only, and in 1815 not above 10,000; but since that period it has been more than doubled, and Throndhjem bids fair to become a city of still greater importance when the new railway thence to Östersund and Sundsvall in Sweden is completed, as its fjord forms the natural harbour for the greater part of the Swedish 'Norrländ'. In anticipation of a speedy increase of traffic a new *Harbour* and *Central Railway Station* are being constructed on the N.W. side of the town.

The \***Cathedral**, situated on the S. side of the town, near the Nidelv and the present railway-station, has for several years been undergoing a thorough and judicious restoration under the superintendence of the architect *Hr. Christie*, and the chapter-house (English service in summer) and the octagonal choir are now completed. The work will probably extend over several decades, but will doubtless progress steadily, as annual subsidies are granted both by government and by the town itself, and regular subscriptions are received from private persons who are justly proud of this noble national monument. The church is shown daily, 12-1 o'clock, by a student (no fee; but strangers are expected to make a small donation towards the restoration-fund). At any other time the sacristan may be applied to for admission, and visitors may sometimes enter unattended whilst the masons are at work. The connection and history of the different parts of the building are not easily understood without the aid of a guide, especially if the traveller visits it only once. Those who possess a moderate acquaintance with Danish will find *Nicolaysen's 'Om Throndhjems Domkirke'* (60 s., sold in the cathedral) a useful little guide, or they may consult *P. A. Munch's* larger work on the same subject, or the German work of *Minutoli*. — The first point to be borne in mind is that the building of the church extended over a century and a half, and that it underwent repeated alteration. The architects were, moreover, bound to the site of St. Olaf's original burial-place, for it was there that they had to erect the altar destined for the reliquary containing the holy man's remains. The church originally built by *Olaf Kyrré* was a simple basilica, about 150 ft. in length and 40 ft. in width. Throndhjem having been erected into an archbishopric in 1151, the crowds of pilgrims continued to increase, and the church was found inadequate for their requirements. *Eystein* (or *Oystein*, 1161-88), the third of the archbishops, accordingly erected the spacious *Transept*, with a tower

over it, and also the *\*Chapter House* (in which he lies buried) on the N. side of the choir, both in the Romanesque style. Of the appearance of the choir at that period nothing is known, but within a few decades after Eystein's death it was rebuilt, partly by English architects in an ornate Gothic style resembling that of several of the English cathedrals, and was completed about the year 1240. To that period belongs the exquisite *\*\*Octagon* or apse (which recalls 'Becket's Crown' at Canterbury), forming an independent part of the edifice, and not being merely a projecting termination to the choir. It was on an altar in the centre of this sanctuary that the revered relics of St. Olaf were placed, and this was the great goal once so devoutly sought by thousands of pilgrims. The reliquary, executed in silver, and weighing no less than 200 lbs., stood here within a simple wooden chest, which in its turn was encased in a finely carved shrine, enriched with precious stones. The reliquary and shrine were carried off to Copenhagen at the time of the Reformation, and the worthless chest alone left behind.

During the third building period, extending from about 1248 to 1300, the imposing nave, to the W. of the transept, was erected, also in the Gothic style. This part of the church is now in ruins, while the transept (used for divine service, and at present sadly marred by Reformation work) and the choir are both roofed in.

The whole church was about 325 ft. long, and the W. end was once richly embellished with statues of saints, a rose-window, and other ornamentation, but few traces of these now remain. After a number of fires which injured the interior of the cathedral (in 1328, 1432, 1531, 1708, and 1719), huge and shapeless walls were erected, partly for the purpose of propping up the ruins, and partly in order to obtain an available space for public worship. In the course of that process many of the original pillars, arches, and ornamentation were concealed from view, and it is now a work of great difficulty to disengage them. The cathedral is built of a bluish chlorite slate, with which the white marble columns contrast admirably. The old quarries from which the stone was procured have recently been discovered about  $1\frac{1}{2}$  Engl. M. to the E. of Baklandet. — On the E. side of the S. transept is the *Chapel of St. John the Baptist*, in the round-arch style, dating from Eystein's period, and containing the monument of *Thomas Angell* (d. 1767), a wealthy benefactor of Throndhjem. On the E. side of the N. transept, immediately to the left of the present N. entrance to the church, is a corresponding chapel of the same period. Above the chapel of St. John, is another (reached by a staircase), dedicated to St. Olaf, and now containing a number of interesting fragments of ancient tombstones found in and around the church, all in soapstone (*Klæbersten*). In the 18th cent. the Lagthing, or national assembly, used to meet in the S. transept.

— The highly ornate chapels of the choir are also worthy of careful inspection. The rich mouldings of the triforium windows are all different, and most elaborately executed; but some of them have been left unfinished by their 13th century sculptors and still remain in that condition. On the S. side of the octagon is —

*St. Olaf's Well*, which most probably gave rise to the selection of this site for the church, having, according to tradition, burst forth at the spot where the king was originally buried. — Good photographs of the cathedral are sold in the S. chapel, the proceeds being paid to the building fund.

In the 11th and 12th centuries the cathedral was the burial-place of the kings of Norway, and several were crowned here at a later period. By the present constitution of Norway (that of 1814) all the sovereigns of the country are required to repair to Throndhjem to be crowned in the cathedral; and the ceremony was accordingly performed in the case of *Charles XIV.* (Bernadotte) in 1818, *Oscar I.* in 1844, *Charles XV.* in 1860, and *Oscar II.* in 1873.

To the S. and E. of the cathedral is the pleasing *Churchyard*, many of the graves in which, in accordance with the Norwegian custom, are adorned with fresh flowers every Saturday.

The other churches in Throndhjem are that of *St. Mary (Vor Frue Kirke)* in the Kongens-Gade, a small promenade adjoining which (called '*Parken*') is embellished with a statue (by *Bergslien*, 1876) of *Tordenskjold* (d. 1720), the famous admiral, who was born at Throndhjem; then the *Hospital Church*, at the W. end of the Kongens-Gade, and the *Bakke Kirke* in Baklandet (whence there is a *Flet* or ferry to Bratøren). At Ihlen there is a new Roman Catholic Church.

Among the public buildings may be mentioned the large timber-built *Stiftsgaard* in the Munke-Gade, part of which is occupied by the '*Stiftsammand*', and part fitted up as a royal palace. At the S.W. corner of the Tørv is the large building now occupied by the *Harmonie* and *Athenaeum* clubs, and containing public baths at the back (p. 191). In the Munke-Gade is also situated the *Kathedralskole*, which contains the valuable library (50,000 vols.) and the antiquarian collections of *Throndhjems Lærde-Selskab*, a scientific society founded in 1760, of which Schøning, Suhm, Gunnerus, and other distinguished scholars were once members. It is now partly supported by an annual subsidy of 4000 kr. from government.

The *Arsenal*, to the S. of the cathedral, occupies the site of an old *Kongsgaard* and the former residence of the archbishops.

In the *Kongens-Gade*, on the S. side, is the handsome building of the *Arbejder-Forening*, containing a concert-room and café.

**ENVIRONS.** To the E. of the town rises the fortress of *Christianssten* (reached in 20 min. by crossing the Nid by the bridge and ascending the hill beyond), erected in the 17th cent., but now

disused. It commands an excellent survey of the town and fjord, and a still finer view is obtained from the \**Blassevoldbakke* behind it. — Turning to the left beyond the Nid bridge, we may walk or drive through the suburb of *Baklandet* to ( $\frac{1}{4}$  M.) \**Hladehammeren* (*Hammer*, 'promontory'), another good point of view.

Another fine view, differing from these, is obtained from the \**Stenbjerg*, the hill to the S. of Ihlen, overlooking the river and town (reached in 10 min. from Ihlevolden by following the road next to the Nid, and then ascending to the right). Farther on is a rocky height where the remains of the castle of *Sverresborg*, built in the 12th cent., were discovered in 1873. This point is also reached by the broad road ascending from the S.W. angle of Ihlevolden, passing the \**Tokstagaard* on the left, which also commands a fine view of the fjord and the town with its picturesque red roofs. — An admirable view is also commanded by the highest point of the range of hills rising above the coast to the W. of Ihlen (reached thence in  $\frac{1}{2}$  hr. by following the lower road through the suburb, then turning to the left at *Skrubhaugen*, and ascending by a field-road to the right to a farm, and finally by a path which is soon lost among the heather). — Lastly, a walk may be taken from Ihlen to the W. by the coast-road to *Skrubhaug*, *Ihlsviken*, the \**Munkaune* with its pretty gardens, and the iron-works of *Trollabruk*. The hills rising on the left (the view from which is mentioned above) have been almost entirely deprived by a fire of the woods which once covered them.

In the fjord, to the N. of the town, and about 1 Engl. M. distant, lies the picturesque *Munkholm* (reached by boat in 20 min. ; fare 1 kr. 80 ø., but a bargain should be made; no permission necessary; visitors are attended by one of the soldiers). As its name imports, the island was once the site of a monastery, founded in 1028, of which the lower part of a round tower is now the only relic. Count Peter Griffenfeld (P. Schuhmacher), the minister of Christian V., was confined in a cell here from 1680 to 1698, and shortly after his release died at Throndhjem. The island is described by Victor Hugo in his 'Han d'Islande'. The walls of the small fortress which now stands here command a beautiful view. On the S.W. side is a small lighthouse.

**EXCURSIONS.** A favourite excursion from Throndhjem is to the \**Lerfos*, a fall of the Nid, to the S. of the town. There are two falls of the name, both worthy of a visit, the *Lower*, about  $4\frac{1}{2}$  Engl. M. distant, and the *Upper*, 1 M. higher up. (Carriage with one horse there and back 6, with two horses 12 kr. ; or by train to *Sluppen* in 9 min., and thence to the E. through the gaard of that name to the high-road ; after 10 min., by a house where the road divides, we turn to the right and reach the lower fall in about 20 min. more.) The pleasant road from Throndhjem to the Lerfos crosses the *Bybro*, or bridge over the Nid, and turns to the

right; it then leads nearly in a straight direction to the lower fall, towards the S. (avoid turns to the right and left). The *Lower* or *Lille Lerfos* is a fine unbroken fall of 80 ft. in height, which is best viewed from the rocks below it on the right bank. To reach the upper fall, we may either follow the bank of the Nid (rough walking), or return to the cart-track which cuts off the bend formed by the river. In 20 min. more we reach the \**Upper* or *Store Lerfos*, about 100 ft. in height, and broken by a mass of rock about halfway across. The best survey of it is obtained from one of the windows in the saw-mill overhanging the seething waters on the right bank (caution necessary). — Farther up, the Nid forms several other less imposing falls and cataracts, falling altogether 500 ft. in its descent from the *Sælbo-Sjø* (p. 201), 2 M. to the S. of Throndhjem.

Excursions may also be taken to the ruins of the nunnery of *Rein*, near the steamboat-station *Rødbjerget*, to the N.W. of Throndhjem; to the ruined monastery of *Tautra* on the *Tuttersø*; to *Gaard Østeraat*, near the steamboat-station *Bejan* (p. 213), at the entrance to the fjord, on the N. bank, a place famed in the annals of Norway (the scene of the drama 'Fru Inger til Østraat' by Henrik Ibsen, whose 'Kongsemnerne' is also partly enacted in and near Throndhjem); or lastly to the *Hitterø*, a large island famed for its deer, near which some of the cannon and stores of a Russian man-of-war wrecked here in the 18th cent. have recently been recovered by divers. Several of the cannon are now placed on the harbour at Throndhjem.

## 20. From Throndhjem to Christiania by Railway.

49 M. RAILWAY to *Hamar*, 38 $\frac{1}{4}$  M., in 1 $\frac{1}{2}$  days; fares 23 kr. 10, 14 kr. 30 ø. — STEAMBOAT from Hamar to *Eidsvold*, 4 $\frac{3}{5}$  M., on the afternoon of the second day, in 3 hrs. — TRAIN from Eidsvold to *Christiania*, 6 M., the same evening, in 2 $\frac{1}{2}$  hrs. (comp. p. 35). The train leaves Throndhjem at 7.45 a.m., stops at Røros at 2.56 p.m. for dinner (1/2 hr.), and reaches Koppang at 9, where it spends the night. Next day it starts at 6.30 a.m., stops at Rena at 8.28 for breakfast (15 min.), and reaches Hamar at 11.10 a.m. — In the reverse direction: dep. from Hamar 2.30 p.m., arr. at Tønset 10.55; dep. next morning from Tønset at 7.20, arr. at Røros 9.17 (breakfast), at Singsaas 12.43 (dinner, 25 min.), and at Throndhjem at 4.45 p.m. — There are very fair restaurants at Støren, Singsaas, Røros, Tønset, and Koppang, and unpretending buffets at Lille-Elvedal, Rena, and Elverum. Going S., travellers intimate to the guard beforehand whether they desire to dine at Røros (1 kr. 25 ø.), and going N., whether they will dine at Singsaas (same charge). The dinners are good at the price, but there is little or no attendance, passengers helping themselves. Good inns at Røros, Tønset, and Koppang. — Tedious as the railway journey is (269 Fngl. M. in 18 $\frac{1}{2}$ -19 hrs.), it is very rapid compared with the direct carriage-route, or with the steamboat-voyage round the coast. The scenery is very fine as far as Tyvold, but monotonous the greater part of the way thence to Hamar. — The railway, completed from Støren to Hamar in 1877, is a single, narrow-gauge line (about 3 $\frac{1}{2}$  ft. wide), and as the carriages are not provided with spring-buffers, passengers often sustain a severe jolting at starting and drawing up. There are two classes only,

called 1st and 2nd, but corresponding to the 2nd and 3rd classes of most other railways. — Between Støren and Tyvold the finest views are to the right.

*Throndhjem*, see R. 19. Leaving the station at the S. end of the Prindsens-Gade, the train crosses the Nid and ascends between the *Blaashevoldbakke* on the left and the *Stenbjerg* on the right. It passes *Sluppen*, again crosses the Nid by a bridge which commands a beautiful \*View of Throndhjem and its amphitheatre of hills, and stops at (0,8 M.) *Heimdal*, 400ft. above the fjord (station for *Teigen* on the *Salbo-Sjø*, 1 $\frac{3}{4}$  M. distant, pay for 2 $\frac{1}{2}$ ; see p. 201). The peculiar configuration of the country, with its numerous terraces and mounds of debris, has probably been caused by ancient glacier-action. The train then descends to (1,6 M.) *Melhus*, with a picturesquely situated church, and re-ascends to (1,9 M.) *Søberg* and (2,2 M.) *Kvaal*, beyond which it again descends to (2,7 M.) *Ler*, and ascends to (3,2 M.) *Lundemo*. On the right the river *Gula*, which falls into the Ørkedals-Fjord to the S.W. of Throndhjem, forms a series of cataracts in its rocky channel. The train crosses the river by a covered bridge, and next reaches (3,8 M.) *Hovin* and —

4,3 M. **Støren** (200 ft.; *Hotel*, a little to the right of the station, tolerable, but dear), or *Engen*, beautifully situated on the *Gula*. The scenery here presents a park-like appearance; the valley is well cultivated at places, and the rocky mountains enclosing it are partially wooded. Road from Støren over the Dovrefjeld to the Gudbrandsdal, see R. 18, a.

A little above Støren the *Gula* receives the waters of the *Soknaelv* and other streams descending from the Dovrefjeld. The train continues to ascend the valley of the *Gula*, trending here to the S.E.; to the right, in the picturesque plateau at the confluence of the rivers, is the church of Engen. 5,3 M. *Rognæs* (300 ft.), with a bridge over the *Gula*, is finely situated. Beyond a short tunnel the train enters a very picturesque part of the valley, the mountains enclosing it being broken by several lateral valleys. Two short tunnels. 6,5 M. *Bjørgen* (457 ft.), prettily situated; a number of fishermen's boats are seen in the river to the right, where the salmon and trout fishing is well spoken of. The valley begins to contract. On the right is a fine waterfall descending to the *Gula*.

7 M. *Singsaas* (545 ft.; \*Restaurant, D. at 12.43 p. m. for passengers going N., 1 kr. 25 ø.). 7,7 M. *Reitstøen* (636 ft.). The line still follows the course of the river, which, though rapid and for the most part unnavigable, contains a considerable number of boats for fishing and ferrying purposes. The scenery continues picturesque as far as Tyvold. 8,5 M. *Langlete* (723 ft.), a passing-place of the through-trains. The train ascends a steeper gradient. 9,3 M. *Holtaalen* (930 ft.); on the right, below, lies the scattered village with the dark-brown timber-built church. The valley

again expands into a large basin, flanked on the left by partially snow-clad mountains, and dotted with gaards. The train then enters a deep wooded ravine, where it runs at a height of several hundred feet above the river, and passes through seven short tunnels. This is one of the most picturesque parts of the line. 10,<sub>3</sub> M. *Eidet* (1313 ft.); the valley again expands a little, and the scenery becomes tamer; at the bottom of the valley, on the right, is a small copper smelting-work. A little farther on, to the right, is the scattered village of *Aalen*, with its church, very prettily situated; and above it is a rich, smiling valley, with several substantial gaards. 11,<sub>2</sub> M. *Reitan* (1674 ft.). The train ascends slowly on the slope of a wide mountain basin in a wide curve, crossing the *Gula*, and passing through another short tunnel, the last on the line. In the distance to the right are several partly snow-clad mountains. The scenery assumes a bleaker and more mountainous character.]

12,<sub>3</sub> M. *Tyvold* (2052 ft.). The train passes a small lake, drained by a brook descending to the *Gula*, and soon reaches the highest point of the line (2072 ft.), marked by a stone on the right, the watershed between the *Gula*, falling into the Throndhjem Fjord, and the *Glommen* which descends to the mouth of the Fjord of Christiania. In this lofty and bleak situation stands a well-built gaard on the right. The train descends slowly past two small lakes. 13 M. *Jensvold* (1974 ft.). The train crosses the *Glommen*, which descends from the *Aursund-Sjø* (2154 ft.) on the left (not visible), and traverses a bleak, thinly peopled plateau.

14,<sub>2</sub> M. *Røros* (1941 ft.; *Larsen's Hotel*; another at the station; \**Restaurant*, where travellers going S. dine at 2.56, the charge being 1 kr. 25 ø.), with 2000 inhab., situated on a dreary and inclement plateau, where winter prevails for fully eight months in the year, was founded in 1646 after the discovery of the neighbouring copper-mines, to which alone it owes its existence. It lies on the *Hitterelv*, and not far from the *Glommen*, which describes a bend to the W. of the town. Corn does not ripen here, and cattle-breeding is the only resource of the inhabitants, apart from the copper-mines and the trade they support.

The annual yield of the mines is about 280 tons of pure copper, and that of the two centuries since they were discovered is said to have been worth 72 million kr. in all (4,000,000*t.*). Far and near, the woods which formerly existed here have been cut down and used as fuel, but the works are now carried on with the aid of coal brought by the railway. The principal mines are *Storvarts Grube*, 2716 ft. above the sea-level, 7/8 M. to the N.E., the ore of which yields 8 per cent of copper; near it, *Ny Solskins Grube*; to the N.W. of the town, 1<sup>1</sup>/<sub>4</sub> M., *Kongens Grube*, yielding 4 per cent of copper; *Mug Grube*, 2 M. distant. The smelting-

works are the *Røros Hytte*, the *Dragaas Hytte* at *Aalen*, and the *Lovisa Hytte* at *Lille Elvedal*.

MOUNTAIN ROUTES FROM RØROS. VISIT TO THE LAPPS. From Røros diverge several wild mountain-routes, suitable for the hardy and active traveller only, but replete with interest both to the angler and the admirer of sublime mountain-solitudes. The most important of these are the route to the E., past the *Aursund-Sjø*, and then turning to the N.W. and descending to *Lake Sælbo* (4-5 days, including a two days' ride across the mountains), and the route to the S.E. to the *Famund-Sjø*, the *Stor-Sjø*, and *Rena* (7-8 days, about five of which are spent in riding or walking, and partly in rowing, through very wild mountain-regions). On both of these routes, nomadic Lapps and Finns with their herds of reindeer are generally to be met with.

FROM RØROS TO THRONDHJEM BY LAKE SÆLBO (about 18 M., a journey of 5-6 days). A good road leads from +Røros (horse and car 1 kr. 80 ø. per mile) to the E. to (1½ M.) +*Jensvold* or *Ernstgruben* and (1½ M.) +*Skotgaarden*. As a horse and guide are not always procurable here, they had better be engaged at Røros for the journey to Stuedal or to Kirkevold. Beyond Skotgaarden the road leads across the Swedish frontier to (2 M.) *Malmanger*, 5 hrs. to the S. of which rises the *Vigels Fjeld*, where several Lapp families with their reindeer are usually encamped (from Røros, there and back, 2½ days). Our route quits the high-road at Skotgaarden or *Brække* and leads across the mountains, where several streams have to be forded. It passes the *Hastorstøt* (3500 ft.) and the *Ljusnesstøt* (*Støt* or *Støyt*, 'mountain-top'), and skirts the *Vigelsjø* (2810 ft.), to the E. of which rise the *Skarsfjelde* (4700 ft.). Farther on we traverse the hills to the W. of the *Stuesjø* (1920 ft.), which command an admirable "View of the *Sylene* *Tinder*" (5580 ft.) and the *Skarsfjelde*, with the pass of *Skardøren*, 1000 ft. in depth, through which a glimpse of Sweden is obtained. After a walk or ride of about 3 M. (9-10 hrs.) we reach *Stuedal* on the *Stuesjø* (good quarters). On this route Lapp encampments are sometimes to be met with, but owing to the nomadic habits of the people it is not easy to find them without making previous enquiry. (The name *Lapp* is from *lappaa*, 'to wander', and is regarded by the people themselves as a kind of nickname. They call themselves *Samen*. In Norway they are usually known as *Finns*, and in Sweden as *Lapps*. See also p. 235.)

From Stuedal a ride or walk of 6-7 hrs. brings us to (2 M.) *Kirkevold* in the *Tydal*, a picturesque and well-cultivated valley, through which a road leads by (¾ M.) *Aune*, a tolerable station, (⅓ M.) *Greslid*, (1¼ M., pay for 2 M.) *Udhus*, and (1⅓ M.) *Rolsæt*, to (1 M.) +*Marienburg*, a fair station, on the *Sælbo-Sjø* (485 ft.), a fine sheet of water 2½ M. long, on which a small steamboat plies. At the W. end of the lake is *Teigen*, 1¾ M. (pay for 2½) from stat. *Heimdal* (p. 199). — Good fishing and shooting may be obtained at several points on this route. In the winter of 1718 the greater part of the Swedish army was frozen to death on the *Tydalsfjelde* when on their retreat from Throndhjem.

FROM RØROS TO THE *FAMUND-SJØ*, THE *STORSJØ*, AND *RENA* (about 20 M., a journey of 7-8 days; guide necessary to *Aasheim*). One day may be devoted to a drive to Skotgaarden or Malmanger (see above) and a visit from one of these places to any Lapp encampment which may happen to be in the neighbourhood, and *Norvigen* reached on the second day, passing the gaards on *Lake Feragen*. The direct route is as follows: — 1st Day. Through the *Haadal* direct to *Gaard Norvigen*. — 2nd. Thence to the *Elv Roa*, which descends from *Lake Rogen* (2330 ft.) in Sweden, and to *Kuvolen*, or *Svukuris* (*svuku*, 'crooked'), where a man may be found to show the way to the imposing '*Blokkehav*', or 'Stone

*Sea*', which is visible from *Vonsjøgusten* or *Krattrola*. Then cross the *Fæmund-Sjø* (which is  $3\frac{1}{2}$  M. long; 2090 ft. above the sea) by boat to *Elgaaen*. — 3rd. We traverse a wild mountain-region, in which the pointed *Herbesen*, the *Svukustet* (4400 ft.), the *Grothaagn* (4440 ft.), and the *Elghaagn* (4550 ft.) are conspicuous peaks, and next reach *Gaard Valdal* (excellent quarters), or we may go on to the *Guttili Sætre*. — 4th. The route leads to the W. to *Sorken*, where we obtain a fine view of the *Søle*; and a boat conveys us thence in half-a-day to the S. end of the *Fæmund-Sjø*, a little beyond which is the *Drevsjøhytte* (quarters at *Jens Lassesen's* the forester, whose advice and assistance should be obtained by travellers in the reverse direction). — 5th. To the S. to *Gatla* (good quarters) in about 6 hrs., whence a visit may be paid to *Gaard Vola*, commanding a splendid view of the mountains near Lake *Fæmund*. Capital fishing is obtainable near the *Isterfos* and in *Lake Isteren*, on which a boat may be taken as far as *Gaard Sømaaen* (good quarters). The numerous *Nøst*, or boat-houses, belong to the inhabitants of the *Rendal*, who come here to fish in winter. — 6th. *Sundet* (poor quarters), at the foot of the precipitous *Ulvaaberg* (2900 ft.), and on the *Fæmundselv* (called in Sweden *Klar-Elf*), which abounds in fish, may easily be reached on the 5th day, if no stoppage is made at *Gatla*. Farther on is the *Jotseter* (tolerable), from which, if time permits, the traveller may ascend the imposing \**Rendals-Sølen* (5530 ft.), which commands an extensive view of the *Tronfjeld* (5490 ft.), the *Elgepig* (5000 ft.), and numerous lakes. The scenery here has been compared with that to the S. of the *Varanger Fjord* (R. 23). If no digression be made, we ride in one day from *Sundet* to *Lønnæs* and *Agre*, at the N. end of the *Stor-Sjø*, whence, if the steamboat suits, the *Rena* railway-station may be reached in one or two days more (see below).

From *Røros*, which is a terminal station, the train returns on the same rails for a few hundred yards to the main line, and then descends the valley of the *Glommen*, which it follows all the way to *Elverum*. The scenery, though picturesque at places, is on the whole sombre and monotonous compared with that of the *Guladal*. The train traverses a dreary and marshy basin, crosses the *Hitter-elv*, and passes several poor gaards and a small lake on the right. 15,5 M. *Os* (1861 ft.). In the neighbourhood are several substantial gaards, around which are a few poor patches of rye. A bridge crosses the *Glommen* here. The church stands on a hill to the right. The train continues to descend on the left bank. The valley contracts and becomes better wooded. At (16,9 M.) *Tolgen*, an open, grassy expanse, are several considerable gaards, with the large square red church rising in their midst. The *Glommen* is spanned here by a wooden bridge of a single arch. The valley again contracts, its banks are well wooded, and the river flows through a rocky channel.

18,8 M. *Tønset* (1527 ft.; \**Jernbane Hotel*, at the station; \**Tønset Hotel*, 100 yds. to the right of the egress from the station; travellers going northwards are recommended to write or telegraph for rooms from *Hamar*). The valley again expands here and contains several thriving gaards. On the right stands the church. The place is sometimes called  $\dagger$  *Ramsmoen*.

A good road with fast stations leads hence to (1 $\frac{1}{4}$  M., pay for 1 $\frac{1}{2}$ )  $\ddagger$  *Fosbakken*, ( $1\frac{1}{8}$  M., pay for 1 $\frac{1}{2}$ )  $\ddagger$  *Nytreen*, a good station, ( $1\frac{1}{8}$  M.)  $\ddagger$  *Steen*, (1 $\frac{1}{4}$  M., pay for 1 $\frac{1}{2}$ )  $\ddagger$  *Frengestad* or *Krikne*, in the *Orkladal*, the birth-place of *Bjørnson* the novelist, (1 $\frac{1}{8}$  M.)  $\ddagger$  *Næverdal*, and (1 M.)  $\ddagger$  *Austbjerg*

on the Dovrefjeld route (p. 186). The shooting and fishing on this route are well spoken of.

FROM TØNSET TO THE STOR-SJØ AND RENA (14 M.) Tønset lies on the old and now almost disused Østerdal route from Christiania to Throndhjem, and is one of the starting-points for a visit to the *Stor-Sjø*, which also lies on that route. Stations: (1 $\frac{1}{8}$  M., pay for 2) + Engen, (3 M., pay for 4 $\frac{1}{2}$ ) + Bergset, a good station, (1 $\frac{7}{8}$  M., pay for 2 $\frac{1}{2}$ ) + Agre, in the *Rendal*. About 3 $\frac{3}{8}$  M. farther on lies *Aas* or *Aasheim*, at the N. end of the *Stor-Sjø* (900 ft.), a picturesque lake, 3 $\frac{3}{4}$  M. in length, the best starting-point for a visit to the wild region of the Fæmund-Sjø (see above). Steamboat in summer to *Sjebunden* ("Inn"), at the S. end of the lake, where horses must be ordered from + *Løsset* (a good station), 1 $\frac{1}{4}$  M. (pay for  $\frac{1}{2}$ ) farther S.; then (1 M.) *Diseit*, (2 M., pay for 3) *Rena* (see below), by the church of *Amot*, a place known by no fewer than six different names (one applying to the church, another to the railway-station, a third, *Nordre Moen*, to the Skydsstation, and the others to neighbouring gaards). — From *Aasheim*, at the N. end of the lake, a good road crosses the *Mora* (*Muora*, Lapp, signifying 'forest'), 1000 ft. above the lake, to *Koppang* (see below), 1 $\frac{7}{8}$  M. from *Agre* (pay for 3 $\frac{5}{8}$ ). The *Rena-Elv* falling into the *Stor-Sjø*, the lake itself, and the same river flowing out of the lake, are famed for their trout and 'fresh-water herrings' (*Coregonus lavaretus*, similar to the *gyyniad* and the *powan* of the English lakes and *Loch Lomond*; Norw. *Sil*), and are recommended to the notice of anglers. The scenery, too, is fine, one of the most picturesque points being the *\*Gorge of the Rena* near *Rena*.

19,<sub>7</sub> M. *Auma* (1507 ft.). To the left rises the imposing *Tronfjeld* (5400 ft.). The valley becomes better peopled and the pasture land improves, but oats and rye thrive poorly. 20,<sub>8</sub> M. *Lille Elvedal*, not far from the posting station of *Gjetten*, from which a road leads to *Jerkin* on the Dovrefjeld route (p. 184). The village of *Lille Elvedal*, with its neat white church, is picturesquely situated in a poor, but comparatively well-peopled district. A bridge crosses the *Glommen* here, and there is another a little lower down. The valley presents a more smiling and picturesque appearance as the train proceeds, and is enclosed by lofty, wooded mountains. 22,<sub>6</sub> M. *Barkald*; 24,<sub>3</sub> M. *Hanestad*, a passing-place for the trains. (Path hence across the hills to *Bergset*, about 1 $\frac{1}{2}$  M.; see above.) Passing a handsome gaard in the midst of green meadows on the left, the train traverses a stony and less wooded tract.

25,<sub>5</sub> M. **Atna** (1134 ft.), the station for a few gaards on the opposite bank.

An interesting excursion may be taken hence (comp. R. 15) to the W. to *Solliden* and **Atnebro** (good quarters at the gaards *Næsset*, *Brennen*, *Uti*, and *Tren*), near the *Atne-Sjø*, commanding an imposing view of the chief peaks of the *\*Rondane*: the *Høgrond* (6300 ft.), the *Stygfjeld* (5800 ft.), and the *Rundvashegda* (6500 ft.). These peaks may be ascended from *Strømboden* in the upper *Atnedal*, and through the *Langglupdal*. (*Ola Strømboden*, at the *Søndre Guard* of *Strømboden* is a good guide.) — From *Strømboden* a path leads across the hills to the *Bjørnhul-Sæter* (good quarters), the *Musu-Sæter*, and through the *Uladal* to the S. to *Moen* in the *Gudbrandsdal* (p. 137). — Another route is from *Atnebro* to (4 M.) *Skjæggstad* in the *Gudbrandsdal* (p. 139). — A road leads from *Atnebro* to *Strømbu*, *Blaesterdalen* (to the E. of which rises the *Stor-Sølen* or *Døte Sølen*, 5800 ft.), and (3 M.) *Foldalen*, on the road between *Lille Elvedal* and *Jerkin* (p. 184).

The run traverses the thickly wooded valley of the *Glommen* for nearly an hour. The forests are richly carpeted with lichen,

moss, ferns, heather, and the graceful French willow. The river is visible at intervals only. On a height above the river, on the left bank, in a clearing in the forest, lies the station of —

27,<sub>7</sub> M. **Koppang** (914 ft.; \**Hansen*, 200 paces to the left of the egress from the station; \**Jernbane Hotel*, opposite the station, R. 1 $\frac{1}{2}$ , S. 1 $\frac{1}{2}$  kr.; *Koppang-Hotel*; \**Skydsstation*, in the village, 10 min. distant). The village of *Vestgaard*, with the church of *Store Elvedal* a little to the S. of it, is picturesquely situated on the opposite bank of the Glommen, about 10 min. walk from the railway-station. Travellers from the S. are recommended to write or telegraph from Hamar for rooms at Koppang. Those who intend driving hence to the *Stor-Sjø* (p. 203) should write to the Skyds-station to order horses to meet them at the railway-station. Koppang is one of the centres of the timber-traffic of the *Østerdal* or *Valley of the Glommen*, the wealthiest part of which extends from Tønset to Elverum. The peasantry here are among the richest in Norway, some of their forest-estates embracing an area of many square miles. Until recently the value of timber here was small, from lack of means of transport, but it has largely increased since the completion of the railway. The gaards of the wealthier landowners are most comfortably and even luxuriously fitted up, although their proprietors still adhere with pride to their original name of peasants or farmers (*Gaardbruger*). At the end of June or beginning of July a number of these stalwart yeomen are frequently to be seen at Christiania, where it is not uncommon for a single proprietor to conclude a contract for the sale of a hundred thousand crowns' worth of timber.

The train soon returns to the bank of the Glommen, which, a little lower down, is divided by islands into several branches. The valley expands, and the higher mountains are gradually quitted. 28,<sub>5</sub> M. *Stai*; 30,<sub>7</sub> M. *Ophus*. Scenery still pleasing, although the hills diminish in height. 31,<sub>5</sub> M. *Stenvigen*, where the train crosses to the right (W.) bank of the Glommen. 32,<sub>7</sub> M. *Rena*, prettily situated, near the church of *Aamot* and the posting-station of *Nedre-Moen* (with the neighbouring gaards of *Ødegaard*, *Sorknæs*, and *Arnestad*), is one of the starting-points for a visit to the *Stor-Sjø* and its excellent fishing-stations (p. 203). Around it extend dense forests of vast extent. The road to the *Stor-Sjø* crosses the river at *Kilde Sund*, ascends to a point commanding a fine survey of the \**Gorge of the Rena*, and leads through pine-forest almost the whole way to the lake. — The next stations are: 33,<sub>3</sub> M. *Aasta*, 34,<sub>4</sub> M. *Øxna*, 35 M. *Grundset*, and —

35,<sub>6</sub> M. **Elverum**, or *Vestby* (600 ft.; \**Erlandsen's Inn*; *Niel-sen*, in the adjacent Hummeldorf), a prettily situated village, almost presenting the appearance of a town, lies on the left bank, and is reached from the railway by a long bridge across the Glommen. The important *Grundset-Marked*, a great horse and timber

fair, takes place here annually in March. The *Østerdal*, which extends from *Røros* to *Elverum*, terminates here, the region traversed by the *Glommen* lower down being called the *Solør*. The railway quits the river here, and turns towards the S.W.

*Elverum* is another starting-point for a visit to the wild and thinly-peopled regions around *Lake Fæmund* (see above). A road leads to (2 M.) + *Mo*, (2 $\frac{1}{4}$  M., pay for 3 $\frac{3}{8}$ ) + *Svingen*, (2 $\frac{1}{4}$  M.) + *Nyberg Sund*, and (7 $\frac{1}{8}$  M.) *Sørhus i Trysil*, where good quarters are afforded by several gaards. The *Trysilfield* (3520 ft.) may be ascended hence. — The route thence to *Lake Fæmund* passes the *Enger-Sjø*, 2 M. in length, and leads through the *Engerdal*. The first night is spent at *Rømoen* or *Eldet*, the second at a gaard in the *Engerdal*, the third at *Vola* or *Kvilla*, and early on the following day the *Drevsjøhytte* is reached (see p. 202).

Beyond *Elverum* the scenery is uninteresting, and the stations are unimportant. The train traverses the sparsely peopled and at places thickly wooded region of *Hedemarken*, and the mountains of the valley of the *Glommen* are left behind. Stations *Løiten*, *Løken*, *Hørsand*, *Ilsgeng*, *Hjellum*, and —

38,4 M. *Hamar* (p. 37), travellers arriving at which by the through-train may reach *Christiania* by steamboat and train the same evening.

## 21. From Throndhjem to Namsos.

STEAMBOAT from Throndhjem to *Namsos* direct (31 sea-miles) in 16-18 hrs. — Steamboat from Throndhjem to *Levanger* 4 times weekly, in 4 $\frac{1}{2}$ -6 $\frac{1}{2}$  hrs.; to *Stenkær* twice weekly in 10-12 hrs. — ROAD from Throndhjem to *Namsos*, 18 $\frac{3}{4}$  M., with fast stations all the way.

Steamboat-voyage to *Namsos* direct, see R. 22. — Travellers visiting the more northern regions of Norway will find an unbroken voyage there and back somewhat monotonous, and they are therefore recommended, either in going or in returning, to vary their journey by taking the inland route from Throndhjem to *Namsos*. This part of the journey may be performed either by steamboat all the way to (8 M., or 14 sea-miles) *Stenkær*, and driving thence to (10 $\frac{3}{8}$  M.) *Namsos*, or by land all the way (20 M.), or by steamer to (5 $\frac{1}{2}$  M.) *Levanger*, and driving thence to (12 $\frac{3}{4}$  M.) *Namsos*. The last of these alternative routes will be found the pleasantest.

On the STEAMBOAT JOURNEY from Throndhjem to *Stenkær* the traveller has the advantage of seeing something of the picturesque rocky W. bank of the *Throndhjem Fjord*, which is scarcely visible from the land-route. The steamer steers between the *Tutterø* and the mainland (*Frosten*) on the E. to *Holmberget*, and across the fjord to the N.W. to *Lexviken*. It then recrosses to *Ekne* on the E. bank, whence it steers to the large island of *Yttersø* (with the parish of *Eid*). At the station *Hokstad* on this island are extensive mines of pyrites. The vessel then steers to *Levanger* (see below), which it usually reaches in 4 $\frac{1}{2}$  hrs.; the *Værdalsøren* steamboat takes 2 hrs. longer. The next steamboat-stations are *Skaanæs*, *Tronæs*, *Hylla*, and *Sundnæs*, on the peninsula of *Inderø*, on

the E. side of which is the strait of *Strømmen*, leading into the picturesque *Borgensfjord*, on which rises the church of *Mære*. The steamer, however, does not enter this bay of the Throndhjem Fjord.

*Strømmen* is a Skydsstation. Thence to the S. to  $\dagger$  *Værdalsøren*  $1\frac{1}{4}$  M.; to the N. to  $\ddagger$  *Korsen* 1 M., and to  $\ddagger$  *Stenkjær* 1 M. more.

The steamboat steers to the W. to *Kjærringvik*, and through the narrow *Skarnsund* on the W. side of the *Inderø*, touches at *Vennæs*, and enters the broad *Beitstadfjord*, the innermost recess of the Throndhjem Fjord. It then either proceeds direct to *Stenkjær* (p. 207), or steers into a narrow ramification of the *Beitstadfjord* to the N. to *Malmo*, and thence to *Stenkjær*. Once weekly the steamer goes from *Stenkjær* to *Fosnæs* at the N. end of the *Beitstadfjord*, whence the traveller may drive to ( $2\frac{3}{4}$  M.) *Elden* (p. 207).

**ROAD FROM THRONDHJEM TO NAMSOS** ( $18\frac{3}{4}$  M.). If the traveller wishes to see the Throndhjem Fjord, but not to go beyond it, he is recommended to drive from Throndhjem to *Stenkjær*, and return thence by steamboat. The scenery on the land-route surpasses that which is viewed from the steamer. All the stations are fast (horse and car 1 kr. 80 ø. per mile).

$1\frac{3}{8}$  M.  $\ddagger$  *Haugan*, with fine views of the *Størdfjord*. The road crosses the *Størdfjord* at  $1\frac{5}{8}$  M.  $\ddagger$  *Sandværhus*, near the church of *Vernes*;  $7/8$  M. (pay for 1)  $\ddagger$  *Forbord* (well spoken of);  $1\frac{1}{8}$  M.  $\ddagger$  *Vordal*;  $1\frac{1}{4}$  M.  $\ddagger$  *Nordre Skjerve*, in the picturesque district of *Skogn*, which, with those of *Værdalen* and *Indherred* farther on, forms the inner part of *Threndelagen*. The parsonage of *Alvstahaug* is passed on this stage.

1 M.  $\dagger$  *Levanger* (\**Muldum Baklund's Hotel*), a small town with 1000 inhab., which was almost entirely burned down in December, 1877, is charmingly situated.

**FROM LEVANGER TO SWEDEN.** There are two routes from Levanger to *Östersund* on the *Stor-Sjö*, whence the traveller may either proceed direct to *Sundsvall* on the Gulf of Bothnia, or pay a visit to the *Ångerman-Elf* and descend that river to *Hernosand* on the coast (comp. RR. 37, 38). The scenery on both routes is very wild and picturesque, particularly on the Norwegian side.

(1). **ROAD** (about 139 Engl. M.; to *Skallstugan*, the first Swedish station,  $5\frac{3}{4}$  M.; thence to *Östersund* 15 Sw. M.). The Norwegian stations are all fast (1 kr. 80 ø. per M.) and most of the Swedish also (1 kr.-1 kr. 30 ø.), but the food and accommodation they afford is generally very poor.  $1\frac{1}{4}$  M.  $\ddagger$  *Næs*; 1 M.  $\ddagger$  *Garnes*;  $1\frac{3}{4}$  M.  $\ddagger$  *Sulstuen* (good station). The Swedish frontier is then crossed, at a height of 2000 ft., to (2 M., pay for 3)  $\ddagger$  *Skallstugan* (a good station); a steep stage. In the neighbourhood there are usually several Lapp settlements and large herds of reindeer, which may be visited without difficulty from this point. The road then descends to *Midtstugan*, *Stalltjernstugan*, from which the *Tänfors* (p. 349) is  $1\frac{1}{2}$  M. distant, *Hamre* or *Ahre*, *Romo*, *Äggen*, *Kjösta*, *Smedåsen*, *Häste*, and *Östersund* on the *Stor-Sjö* (p. 349). — Or from *Stalltjernstugan* by *Dure*, *Lund*, and *Stampjerde*, to *Hjerpe Skanse*, a point on the lake-route, to the S. of *Bonåset* (see below).

(2). **LAKE ROUTE** (about 150 Engl. M.; to *Mælen* in Sweden  $6\frac{7}{8}$  M.; thence to *Östersund* by water and road  $15\frac{1}{4}$  Sw. M.). In summer there is usually a kind of 'diligence' communication by this route once or

twice weekly, as to which enquiry should be made at Levanger. The land-route is followed to (4 M.) *Sulstua* (see above). Thence to *Sandviken*  $1\frac{3}{4}$  M. (pay for  $1\frac{1}{2}$ s), to *Mælen* in Sweden  $1\frac{1}{2}$  M. (pay for  $1\frac{1}{4}$ s). Steamboat (twice weekly) on *Lake Anjan* (1455 ft.) to *Anjehem*, 4 Sw. M.; road to *Sundet*  $\frac{2}{3}$  M.; steamer on the *Kallsjö* (1317 ft.) to *Bonäset*  $4\frac{1}{2}$  M.; road to *Kvitstøle* 4 M.; steamer on the *Stor-Sjö* (1000 ft.) to *Östersund* 5 M. (comp. p. 349). — From *Husabruk* on the *Kallsjö* the *Åreskuta* may be ascended (comp. p. 349).

A third route, far less interesting, but very convenient, will be the railway from Throndhjem via Mæraker to Östersund, now in course of construction, which will join the high road between Åhre and Romo.

$1\frac{1}{8}$  M.  $\dagger$ *Værdalsøren*, at the mouth of the *Værdalselv*, which descends from a most picturesque valley. About  $\frac{3}{8}$  M. distant is *Stiklestad*, famous in the annals of Norway, where St. Olaf fell on 31st Aug. 1030. The precise date is fixed by the fact that an eclipse of the sun took place on that day. The church of Værdalen occupies the spot where the king is said to have fallen. Near it are two Monuments in memory of the event, one of 1710 and another of 1805. — Travellers intending to cross the hills to Sweden may proceed by a road from Stiklestad to ( $\frac{1}{2}$  M.) *Næs* (see above).

$1\frac{1}{4}$  M.  $\dagger$ *Røske*. The scenery continues picturesque.

$1\frac{3}{8}$  M.  $\dagger$ *Stenkjær* (*Thorbjørnsen's Hotel*), a small town with 1467 inhab., on the *Byelv*, is the terminus of the steamboat-route above mentioned.

The *Fiskumfos* ( $10\frac{3}{4}$  M.) may be visited from Stenkjær, either by a direct road, or by taking the steamboat (4 times weekly) from *Sunde* (1 M. from Stenkjær) on the *Snaasenvand* (58 ft.) to *Sem*, and driving thence. The stations by road, all fast, are:  $1\frac{1}{4}$  M.  $\dagger$ *Hamner*,  $\frac{3}{4}$  M.  $\dagger$ *Kvam*,  $1\frac{3}{8}$  M.  $\dagger$ *Østre Hegge*,  $1\frac{1}{8}$  M.  $\dagger$ *Nedre Veksel*,  $1\frac{1}{2}$  M.  $\dagger$ *Sem* ("Station"), 2 M. (pay for 3)  $\dagger$ *Homo*, 1 M.  $\dagger$ *Vie*, 1 M.  $\dagger$ *Fosland*,  $1\frac{1}{2}$  M. *Fiskumfos* (see p. 208). — On the *Snaasenvand*, a beautiful sheet of water nearly 4 M. long, the principal stations are *Sunde*, *Grønnæs*, *Klingen*, *Kvam*, *Kløvgård*, *Hammer*, *Oldernes*, *Vekset*, and *Sem*.

$1\frac{1}{4}$  M. (pay for  $1\frac{1}{2}$ )  $\dagger$ *Østvik* lies on the northernmost bay of the Beitstadfjord. The road now quits the fjord of Throndhjem, and crosses an Eid or isthmus, about 200 ft. high, to the Namsenfjord.  $1\frac{1}{2}$  M.  $\dagger$ *Elden*. An old tradition, told by *Von Buch* in his 'Norway', is to the effect that Beit once crossed this *Namsdalseid* with his ship.

$1\frac{1}{4}$  M.  $\dagger$ *Overgaard* lies on the *Namsenfjord* or *Lyngenfjord*.  $1\frac{1}{2}$  M.  $\dagger$ *Fjær*;  $1\frac{1}{2}$  M.  $\dagger$ *Spillum*, near the *Namsenelv*. (Or by water from Overgaard to  $\dagger$ *Bangsund* 2 M., and thence by road to Spillum 1 M.) From Spillum the road leads to the *Strømshylden Ferry* ( $\frac{1}{2}$  M.), whence we cross the fjord by boat to ( $\frac{1}{4}$  M.) —

**Namsos** (*John Aune's Hotel*), charmingly situated on the N. bank of the estuary of the *Namsenelv*. The town was almost entirely burned down in 1872, but has since been rebuilt. A wood on the hills to the W. of the town was also destroyed by the same fire. The new *Church* stands on a rocky height in the middle of the town. The staple commodity of the place is timber. — The richly wooded *Namsdal*, containing 8000 inhab., is very picturesque, the scenery improving as we ascend. — Two of the large

coasting steamers touch at Namsos weekly, both on the outward and homeward voyage.

**EXCURSION TO THE FISKUMFOS.** This most interesting excursion is made either from Spillum ( $6\frac{1}{2}$  M. to the fall), or from Namsos ( $6\frac{2}{3}$  M.), the roads uniting near Hun. The *Namsen*, through the valley of which the road ascends, is considered one of the best salmon-rivers in Europe, and is accordingly far famed among anglers. The fishings are always let to English sportsmen, and are jealously preserved. The stations from Namsos are:  $1\frac{3}{8}$  M. *Hun*, 1 M. *Haugum*,  $1\frac{1}{2}$  M. *Vie* (good quarters, a great fishing station), 1 M. *Fosland*,  $1\frac{1}{2}$  M. *Fiskum*. The last stage is through a magnificent ravine. The "Fiskumfos, a most imposing fall, with a copious volume of water, is 136 ft. in height. This is the upper limit of the salmon-fishings.

From *Fiskum* to *Vefsen*, up the *Namsdal*, and down the valley of the *Vefsenelv*, there is a bridle-path, but with many interruptions, and numerous rivers and streams to ford or swim across. The whole distance, about 22 M., cannot well be accomplished in less than 10-12 days, and is attended with serious privations, as the only accommodation to be obtained is at *sæters* and huts of the poorest description. The scenery is wild and grand, but not sufficiently interesting to repay the fatigue. The highest point is the *Store Majstrand* (1260 ft.), from which the traveller may prefer to ride across the snow-clad *Store Borgefield* to the E. and descend the *Susendal* to *Vefsen*, or he may proceed by the *Ressvand* to the *Ranenfjord* (p. 217). From the *Majvand* the usual route is down the *Sveningsdal*, a richly wooded valley resembling the *Namsdal*, and forming its prolongation towards the N. — A railway through these valleys is projected. Whether it will pay may well be doubted.

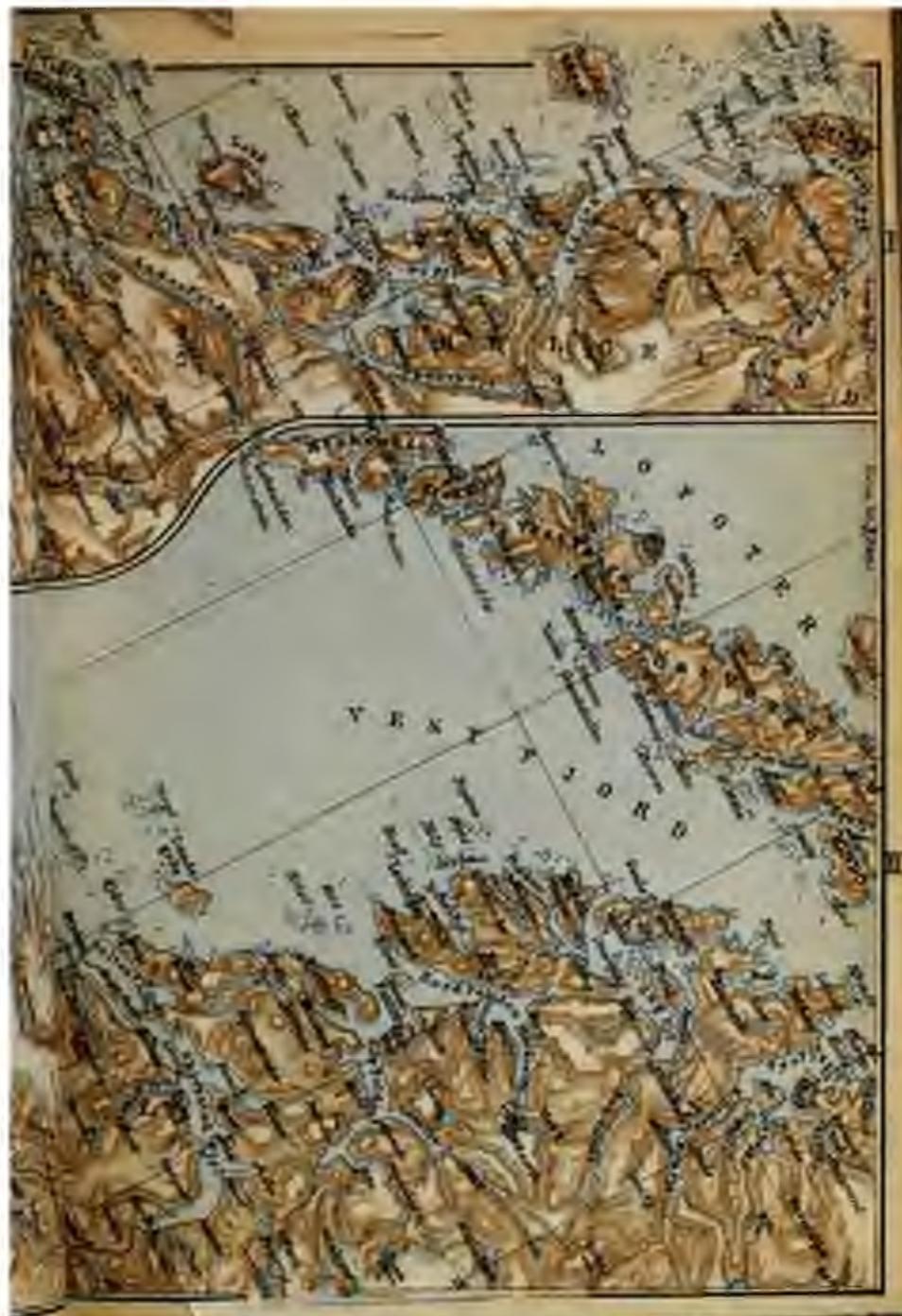
## 22. From Throndhjem to Bodø and the Lofoden Islands. Province of Nordland.

**PRELIMINARY REMARKS.** Each of three different steamboat companies sends one vessel weekly to the northern provinces of NORDLAND and FINMARKEN. One starting from Christiania reaches Tromsø in 14 days; another from Christiania, travelling a little more rapidly, reaches Tromsø in about 13 and Hammerfest in 14 days; while a third, starting from Hamburg, and touching at Christiansand, goes round the North Cape and reaches Vadsoe in 19 days. Most travellers bound for these northern regions start from Throndhjem, from which the voyage to Bodø takes about 2 days, that to Tromsø about 4, to Hammerfest 5, and to Vadsoe 7-8 days. The Christiania vessels usually spend 1-2 days at Tromsø and Hammerfest respectively before starting on the homeward voyage, while the Hamburg steamer spends a few hours only at Vadsoe before returning.

All these vessels spend 1-2 days at Bergen and at Throndhjem on each voyage, a break which passengers will hail with satisfaction in fine weather, but which will as often be found irksome, especially at Bergen, should the weather there happen to be in one of its proverbially rainy moods. Most travellers will therefore prefer to proceed to Throndhjem over land, either exploring some of the magnificent mountain and fjord scenery by the way, or travelling direct thither by railway. Even beyond Throndhjem every possible









opportunity should be taken of breaking the voyage by excursions on land; and a voyage to any distant station and back by the same steamer should by all means be avoided. A protracted voyage among the fjords is often productive of a kind of physical and mental lethargy, which sadly mars the traveller's enjoyment and is not easily shaken off, while the confinement, the not unfrequent overcrowding and want of ventilation, and the daily round of meals at the table d'hôte are very apt to become irksome. It is a very common mistake to suppose that the northern districts of Norway can be visited by water only. Many of the principal points are indeed accessible by water only; but there is no lack of inland excursions, especially for those accustomed to walking or riding, and not a few of the chief objects of interest lie at some distance from the steamboat-track. In order to diversify his journey, the traveller is recommended to land at several of the best points for excursionising, and either spend a few days at each and go on by the next steamer, or continue his journey by inland routes and local steamers.

BREAKS IN THE VOYAGE. Among the more interesting breaks may be mentioned: —

- \*1. Journey by Land from *Throndhjem*, or from *Levanger*, to *Namsos*; visit to the *Fiskumfos* (see R. 21).
- \*2. Visit to the *Torghatt* from *Somnæs* or *Brenesund* (p. 215).
- 3. Visit from *Vigholmen* to the *Ranenfjord*, and perhaps also to the *Dunderlandsdal*, and thence to the N. to the *Saltenfjord* or *Beierenfjord* (pp. 217, 221).
- 4. Excursion to the *Hestmandsø* from *Indre Kvarø*, or from *Selsøvigg* (p. 219).
- 5. From *Bodø* to the *Saltenfjord* (by steamboat) and to the *Sulitjelma* (reached from *Fuske* in 2- $\frac{1}{2}$  days; p. 222).
- \*6. From *Bodø* to the N.W. to the *Lofoden Islands*, a magnificent trip of four days (p. 224).
- 7. From *Lødingen* by a local steamer to *Vesteraalen*, passing between some of the *Lofoden Islands* (p. 229).
- 8. From *Søveien*, in the interior of the *Salangenfjord*, by a good road through the *Barduelsdal* and *Maalselvsdal* to the *Rostervand*, and to *Maalselv* on the *Malangenfjord*; thence by a rough road to the *Balsfjord* and the *Lyngenfjord* (pp. 233, 234).
- \*9. From *Tromsø* to the *Tromsdal* with its herds of reindeer, and, if possible, thence to the *Lyngenfjord* (pp. 235, 236).
- \*10. Visit to *Tyven* from *Hammerfest* (p. 240).
- \*11. In order to ascend the *North Cape* (p. 243), a few days should be spent at *Gjesvær* on the W., or at *Kjelvik* on the E. side. From *Kjelvik* a visit may easily be paid to *Svarholt* (p. 246), the largest sea-fowl island in Norway.
- 12. Travellers who proceed as far as *Vadsø* should return by land to the *Tanafjord* (p. 248), and join the steamer there.

The main question, how far to go, must of course depend on many considerations. *Vadsø* is undoubtedly a very definite terminus, and the *Porsanger*, *Laxe*, and *Tanu* fjords, and above all the *Kjøllefjord* and *Nordkyn*, situated between the North Cape and *Vadsø*, are well worthy of a visit. But the *North Cape* itself forms the most natural limit to the journey. Europe there terminates, and the Arctic regions begin; and there, too, the sublime scenery of the Norwegian coast may be said to culminate, as that of the N. and N.E. coasts begins to show a falling off in point of grandeur and interest.

Beyond the North Cape the scene is one of utter desolation, and the same may indeed be said of the regions between Hammerfest and the North Cape. Travellers, therefore, who have no taste for scenery of this forbidding character will perhaps do well not to proceed beyond *Hammerfest*. Between *Tromsø* and Hammerfest, on the other hand, the coast presents a series of most imposing mountain and glacier scenes, while *Tromsø* itself, which by a slight stretch of imagination has been styled the 'Paris of the North', boasts of remarkably rich vegetation. The scenery with which the writer was most struck extends from the Arctic Circle (the *Hestmandsø*) to the *Lofoden Islands* and the S. extremity of *Hindø* (*Lødingen*), where the grandest mountains and glaciers are seen in close proximity with the sea. A girdle consisting of numerous islands, some of which rise to a height of several thousand feet, here stretches far out to sea, while the fjords extend as far in the opposite direction, reaching to the bases of the lofty inland mountains.

A trip to *Bodø* and as far as *Lødingen* in the *Lofoden Islands* will thus comprise some of the most characteristic features of these northern regions; but, if possible, the voyage should be extended to *Tromsø* and Hammerfest for the sake of seeing the *LYNGENFJORD* and the island scenery of the *ARCTIC OCEAN*, the finest of the kind in Europe.

**STEAMBOAT TRAVELLING.** A cruise in one of the coasting steamers rather resembles a stay at a large hotel than a sea-voyage. The vessel's course lies almost always within the island-belt ('*indenskjærs*'), and sea-sickness is of rare occurrence. From the *Skjærgård*, however, a view of the open sea is frequently obtained beyond the lower *Skjær*, or *Vær*, as they are sometimes called.

In July the steamboats are apt to be crowded. It is not easy to secure a berth beforehand by merely ordering it, or even by paying for it, as it is usually those who *in propria persona* first come who are first served. On arriving at *Throndhjem*, therefore, the traveller should lose no time in going on board, or sending some trustworthy messenger, to secure the fraction of a cabin which is to be his lodging for several days or even weeks. — All the steamboats contain a complete *Post Office* on board, where

even telegrams are received. Letters and dispatches duly posted will be forwarded to their destinations from the nearest available station. The captain and several of the officials generally speak English and German.

A coasting voyage of moderate length has many attractions. The captain and crew are usually very obliging and communicative, especially if the traveller shows an interest in their country. The *Pilots* (each of whom receives 140 kr. per month, besides their board) are especially well informed and intelligent. Two of them navigate the vessel from Christiansand to Throndhjem, two from Throndhjem to Hammerfest, and two others thence to Vadso, one of them always being on duty, except when the steamer is stationary.

Among the deck-passengers (who pay 15 ø. per sea-mile) there are sometimes Lapps, Finns, and convicts, these last being occasionally met with on their way to the *Slaveri*, or house of correction, at Throndhjem. If questioned as to the object of their journey, they speak of it euphemistically as a 'voyage to the south' or 'in the king's service'. Itinerant musicians (who in accordance with the traditions of the country travel free) are often a source of annoyance, and when the traveller hopes to get rid of them by going ashore, they are pretty sure to re-appear at the nearest inn or *Gjæstgiveri*. The sailors are generally a sober and hard-working class, and the traveller will frequently have occasion to admire the patience and perseverance they exhibit in loading or discharging cargo.

The inhabitants of the small stations, who on the steamer's arrival crowd round her in their *Ranenbaade* (pointed skiffs) are another object of interest. The charge for going ashore is usually 20 ø., but the *Taxt* should always be asked for, lest the traveller should unwittingly hurt the feelings of some landed proprietor or local dignitary (albeit wielding the oars with upturned shirt sleeves) by offering to pay. However far north the traveller extends his voyage, he will be struck with the civility, honesty, and intelligence of the natives, especially those who are not in immediate contact with the influences of modern 'civilisation'. Even in the 'Parisian' Tromsø the telegraph official on one occasion insisted on accompanying the writer for quarter of an hour in the midst of a deluge of rain to show him the way to the post-office; and at Vadso a merchant of the place showed him a collection of valuable photographs from Vienna and a work on the philosophy of Bacon of which the owner was an admirer. Another native of the far north mentioned that he had just returned from Rome where he had spent the winter, while an intelligent native of Kjelvik, close to the North Cape, had travelled over a considerable part of Great Britain, but expressed a decided preference for the freedom of his Arctic home, the greater purity of its air and water,

and even for its climate! Clergymen, teachers, and government-officials also travel frequently in these vessels, and will give much interesting information regarding the Lapps, Finns, and other inhabitants of the country.

**EXPENSES.** The cost of a voyage to the Nordland and Finmark is very moderate. The cabin fare is 40*ø.* per sea-mile, and return-tickets, available for the whole season, are issued at a fare and a half. The wife, son, or daughter of a passenger is entitled to travel for three-fourths of the full fare. A return-ticket from Throndhjem to Vadse costs 126 kr., to Tromsø 75 kr., the passenger's lodging and travelling expenses thus amounting to about 9 kr. per day only. The food is generally good. Fresh salmon and flounders (*Kveiter* or *Hellefjyndre*) and salted delicacies are always abundant. For a substantial breakfast (*Frokost*) or supper (*Aftensmad*)  $1\frac{1}{4}$  kr., and for dinner (*Middag*)  $2\frac{1}{2}$  kr. are the usual charges. Tea, coffee, wine, and beer are extras. Spirits are not procurable. The steward expects a fee of at least  $\frac{1}{2}$  kr. per day from each passenger at the end of the voyage. The account for food and extras should be paid daily, to prevent mistakes.

**MIDNIGHT SUN.** The best season for a cruise to the North Cape is between 20th June and 15th August, whether the main object of the traveller be to witness the subdued glory of the midnight sun, or to see the scenery to the best advantage. Down to the middle of June the mountains are almost all covered with snow, and the vegetation in the valleys is imperfectly developed, and after the middle of August the nights become longer and colder; but the intervening period forms one unbroken day, during which the weather is often warm and genial. The midnight sun, which is visible within the Arctic Circle ( $66^{\circ}50'$ ) only, is partially or wholly seen from the sea-level within the following dates (those for the North Cape, however, being reckoned for a point 1000 ft. above the sea): —

Places	For the first time.			For the last time.		
	Upper Margin	Centre	Whole Disc	Whole Disc	Centre	Upper Margin
Bodø	30th May	1st June	3rd June	8th June	10th July	12th July
Tromsø	18th	19th May	20th May	22nd July	24th	25th
Vadse	15th	16th	17th	26th	27th	28th
Hammerfest	13th	14th	16th	27th	28th	29th
North Cape	11th	12th	13th	30th	31st	1st Aug.

It need hardly be observed that travellers desirous of seeing the midnight sun should not postpone their journey till the latest possible date, as clouds and mist, as well as intervening mountains and islands, too often conceal the horizon and cause disappointment. A height of several hundred feet of course commands a better view than the deck of the steamer, and enables the spec-

tator to see the midnight sun about one day earlier and later in the season than is otherwise possible. The sublimity of the spectacle, when witnessed in all its majesty, produces an impression never to be forgotten, and has been finely described by Carlyle, Bayard Taylor, and many other writers, while *Tegnér's* lines on the subject are remarkable for their extreme simplicity: —

'Midnattssolen på bergen satt,  
Blodröd till att skåda;  
Det var ej dag, det var ej natt,  
Det vägde mellan båda.'

(Literally: — "The midnight sun shone on the mountain, blood-red to behold; 'twas neither day nor night, but a balance between them.")

#### From Throndhjem to Bodø.

76 M. (304 Engl. M.). STEAMBOATS, comp. p. 191. One of the vessels from Christiania at present leaves Throndhjem on Thursday nights or Friday mornings, and the other on Saturdays at noon; the Hamburg boat starts on Tuesday nights. Intending passengers should bear in mind that when vessel is advertised to sail on a certain day, the very beginning of that day, or what is usually called the midnight of the preceding day, is frequently meant. The direct distances from Throndhjem are prefixed to each station. Between Christiania or Christiansand and Bergen there are 4 stations, between Bergen and Throndhjem 6-10 stations; between Throndhjem and Bodø 17-25, between Bodø and Tromsø 12-16, between Tromsø and Hammerfest 3-6, and between Hammerfest and Vadsø 19; or in all 63-90. For distances between the small stations, see 'Communicationer'.

The first station is (3 M.) *Rødbjerget* (at which the Hamburg vessels only call), and the next (7 M.) *Bejan*, at the mouth of the Throndhjem Fjord, on the S. extremity of *Øreland*. To the N.E. stretches the *Skjerenfjord*. The vessel now steers to the N., skirting the extensive peninsula of *Fosen*, formed by the sea and the long fjord of Throndhjem. To the W. are the islands of *Stor-Fosen* and the *Tarv-Øer*, and farther on is the *Fro-Hav*, a wide channel bounded on the W. by the *Fro-Øer*.

12 M. *Valdersund*. The *Nordlandsjægte*, with their peculiar raised cabins (*Veng*), and rigged with a single square-sail (*Raaseil*) and a topsail (*Fockseil*), the latter being of recent introduction, are frequently seen here on their way to the Tydske-Bryg at Bergen, deeply laden with wood and dried fish. Part of their homeward cargo often consists of coffins, filled with bread and *Kringler* (a kind of rusk). These vessels, both in build and rig, are the lineal descendants of the piratical craft of the ancient Vikings.

15 M. *Stoksund*, to the W. of which lie the *Stokø* and *Lindnæsø*.

17 M. *Syd-Krogø*. Fish spread out on the rocks to dry (*Klipfisk*, 'cliff-fish') begin to be seen here. In winter they are hung on *Hjelder*, or wooden frames, for the same purpose (thence called *Stokfisk*). Eider-ducks abound.

21 M. *Ramse*. The black and white rings on the rocks (*Mærker*), resembling targets, indicate the position of iron stanchions

for mooring vessels. For the next two hours the vessel traverses the open and sometimes rough *Foldensjø*, which is prolonged towards the N.E. by the *Foldenfjord* (not to be confounded with the fjord of that name to the N. of Salten).

25 M. *Bjørø*. Here, and farther to the N., we often observe white marks on the rocks, and sometimes white planks in the water, the object of which is to attract the salmon, which mistake them for their favourite waterfalls and are thus decoyed into the nets. A peculiar ruffling of the water is sometimes caused by shoals of herrings (*Sildstîm*), often pursued by the voracious *Seid* ('saith', or hake, one of the *Gadidae*) or by a seal (*Sælhund*), to escape from which they dart into the nets and even spring ashore. Beyond *Bjørø* the steamer's course is again 'indenskjær'. To the right is the island of *Skjeingen*. We now steer to the S.E. into the *Namsenfjord*, which is separated from the *Rødsund* to the N.E. by the long winding island of *Otterø*. As usual, the scenery improves as the fjord is ascended, and the steamer soon stops (generally towards evening) at the charming little town of —

31 M. *Namsos* (p. 207). Steering through the very narrow *Rødsund*, we next touch at *Foslandsosen*, and then traverse the *Foldenfjord* with its maze of islands to *Appelvær*, on a small island at the mouth of the *Indre Foldenfjord*.

FROM *NAMSOS* TO *KONGSMO* on the *Indre Foldenfjord*, usually a steamboat on alternate Sundays. The fjord is very narrow and picturesque, resembling the *Lysefjord* near Stavanger, and is nearly 12 sea-miles in length. From *Kongsmo* at its head a road leads by *Høland* to *Haugum* (p. 209), about  $5\frac{1}{2}$  M. distant; from *Anvatnsvand*, a little beyond *Høland*, a path diverging to the left crosses the hills to (3-4 hrs.) *Fiskumfos* (p. 208).

The next station is *Rørvik* on the island of *Indre Vigten*, to the W. of which are the islands of *Mellem* and *Ytre Vigten*, on which rise the *Sulafjeld* and *Dragstind* (450 ft.). On the left, farther on, is the *Leckeø*, where a curiously shaped mountain is said by tradition to represent a giantess who was pursued by her lover, while her brother attempted to rescue her. The '*Torghätta*' (see below), or hat of the latter, having been pierced by an arrow shot by the amorous '*Hestmand*' (p. 219), the sun shone through the aperture and metamorphosed the distressed maiden into stone, the pursuer being at this juncture only 105 English miles off! In passing the giantess the natives sometimes raise their hats with mock ceremony.

36 M. *Gutvik*. On the right, farther on, is the *Bindalsfjord*, with its numerous ramifications, the boundary between *Nordre Throndhjems Amt* and *Helgeland Fogderi*, which extends to the N. to the promontory of *Kunnen* near *Bodø*. *Helgeland* and *Salten Fogderi* beyond it together form the Amt or province of *Nordland*, which we now enter.

On alternate Sundays (those on which the *Foldenfjord* mentioned above is not visited) a steamer from *Namsos* plies on the *Bindalsfjord*

as far as *Teraak*, to the S.W. of *Vatsaas*. Thence towards the N.W. runs the \**Thosnafjord*, a huge mountain-cleft,  $1\frac{3}{4}$  sea-miles in length, extending to *Thosbotn* and *Gaard Thosdal*, from which the traveller may proceed with a guide to *Hortskarmo* in the *Sveningsdal* and *Mosjøen* on the *Vefsenfjord* (p. 216) in  $1\frac{1}{2}$ -2 days. The ascent from *Gaard Thosdal* is extremely steep, and on the E. side of the mountain there is a very troublesome ford across the *Gaasvaselv*.

From Gutvik the steamer steers towards the island of *Torgen* with the \**Torghætta* ('market hat'), one of the most famous islands of the Nordland, situated in  $65^{\circ}24'$  N. latitude. It resembles a hat, about 800 ft. in height, floating on the sea, and is pierced about halfway up, from N.E. to S.W., by an aperture known as *Hullet* (formed by the 'Hestmand's' arrow; see the legend above mentioned), through which, in passing between the island and the mainland, the passenger can see the sky on the other side. The height of this curious natural tunnel at the E. entrance, according to *Prof. Mohn's* measurements, is about 60 ft., in the middle 194 ft., and at the W. end 233 ft. The sides are flat at most places, nearly perpendicular, and here and there look as if they had been artificially chiselled. 'At the entrances are huge heaps of rocky rubble (*Ur*), but in the cavern itself there are but few blocks of rock, the floor being covered with fine sand and level enough for a carriage-drive. The view of the sea with its countless islands and rocks, seen from this gigantic telescope, is indescribably beautiful and impressive'. (*Vibe*, 'Küsten u. Meer Norwegens'; Gotha, 1860, with two views of the island. See also *Friis*, 'Kong Oscar II's Reise'; Kristiania, 1874.) On the island is *Gaarden Torget* (good quarters), near which are a burial-place and a few reminiscences of antiquity. Passengers who intend to visit the island disembark at (41 M.) *Somnas*, a charmingly situated place, with smiling meadows and corn-fields, or at —

42 M. **Brønesund** ( $65^{\circ}28'$ ), which boasts of a pastor, a doctor, and a telegraph-office. The telegraph is of great importance to the natives. On the arrival of a *Sildstîm*, or shoal of herrings, they frequently have to telegraph for extra supplies of salt and barrels, which are then sent by steamers chartered for the purpose. On the shore are often seen the isolated cottages of the *Strandsiddere*, who live exclusively by fishing. Inland settlers are called *Opsiddere* or *Nysiddere* by way of contrast.

A visit may be paid from Brønesund to the grand \**Velfjord*, the broad mouth of which the steamboat afterwards passes. The route is by boat into the *Skillebotn*, at the end of which there is a quarry of excellent bluish-white marble. Thence by a road across a narrow isthmus (*Eid*) to *Saltbu* on the *Velfjord*, and again by boat to (1 M.) *Gaard Hegge* (good quarters at Landhandler Knoff's). — In the *Tidingdal*, one of the innermost branches of the *Velfjord*, which is there called the *Store Bjørga*, the valley ascending from the fjord suddenly rises to a height of 438 ft., and over this terrace is precipitated the \**Tidingdalsfoss* in a single leap. — From the *Velfjord* to the N. diverge the *Oksfjord* and the *Storfjord*, two long and wild creeks, which may also be explored from *Saltbu*. — From *Bjørgeøren*, at the end of the *Store Bjørga*, a fatiguing mountain-route crosses to *Hortskarmo* in the *Sveningsdal* (see above). —

From Hegge the traveller may walk to the S. to *Næverstød* on the *Urfjord*, row thence to *Somnhoved*, and walk to *Somnæs*, the steamboat-station to the E. of the *Torghætta* (p. 215).

Some of the steamboats next call at *Tilrum-Markedplads*, to the N. of *Brenesund*, others at *Rørø*, on the large mountainous island of *Vegen*, to the W. Most of the vessels then steer past the *Vel-fjord*, in which, to the right, rises the huge *Mosaksel*, while on the N. side are the *Høiholmstinder*. They then pass between the island of *Havnø* and the mainland, on which lies —

47 M. *Forvik* or *Vivelstad*. Near *Vistnes*, farther on, opens the *Østersfjord*, from the head of which a path crosses the mountains to the *Lakaudal* and the *Eiteraadal* in the district of *Vefsen* (see below). The steamer now approaches the imposing \***Seven Sisters** (*Syr Søstre*), which have long been visible in the distance. To the E. towers the conspicuous *Finknæ* (3880 ft.). The vessel crosses the *Vefsenfjord*, passes on the right a hill remarkable for its red colour, and stops at the flat island of *Tjøtø*.

Beyond *Tjøtø* the CHRISTIANIA STEAMERS ascend the \**Vefsenfjord* to *Mosjøen*, at its S.E. end. The scenery is very imposing, and in the interior of the fjord the mountains are beautifully wooded. From *Mosjøen* a good road leads to the *Tustervand* and to *Stornæs* on the *Røsvand*, which ranks next to Lake *Mjøsen* in point of area. From *Stornæs* the traveller may ascend the *Brurskanke* and the *Kjeringtind*, on the W. side of the lake, and then follow the course of the *Røsaa*, the discharge of the *Tustervand* and *Røsvand*, towards the N. to *Røsaagren* on the *Ranenfjord* (p. 217). About halfway thither a digression may be made to the E., up the course of the *Bjuraa*, for the sake of ascending the imposing *Øx-tinder*; but these peaks are more easily reached from *Røsaagren* and through the *Leerskardal*. — A local steamer plies on the *Ranenfjord* between *Røsaagren*, *Hennæs*, *Mo*, and other stations.

After leaving *Mosjøen*, the coasting steamboat follows the N. arm of the fjord to *Sandnessøen*, at the N. end of the island of *Alsten*, which lies to the W. of the mouth of the *Vefsenfjord*.

The Hamburg steamboats skirt the W. side of the large island of *Alsten*, touch at *Søvig*, and then at —

51 M. *Sannesøen* or *Sandnæsøen*, at the N. end of the island. The view from this point of the Seven Sisters (really six peaks only), which rise to a height of nearly 3000 ft., is strikingly grand. At the S. end of *Alsten* (65 Engl. sq. M. in area; 1500 inhab.) is the church of *Alstahoug*, where *Peter Dass*, the famous author of 'Nordlands Trompet' (published for the first time in 1739) was pastor from 1689 to 1708. This work contains a most accurate description of this province of Norway in poetic garb, and will be found an invaluable travelling companion by persons acquainted with the language. (Best edition by *Eriksen*; *Christiania*, 1874.) — A good road leads from *Søvig* to ( $\frac{3}{4}$  M.) *Alstahoug*. On the *Haug-næs*, near the church, is the so-called *Kongsgrav*. — A good road also leads from *Sandvig* to ( $1\frac{1}{4}$  M.) *Sandnæsøen*,  $\frac{1}{2}$  M. from which is *Gaard Botnet*, the best starting-point for the ascent of the northernmost of the Seven Sisters. The \*View from the summit is one of the grandest and most peculiar in Nordland.

A local steamer runs from *Søvig* to *Vefsen* and *Ranen*, and also to

the W. to *Hørø*. The fishery at *Aasvær*, to the W. of *Dynnæsø*, and on the 'Skallen' ('fishing banks') in December and January is very productive. At that season no fewer than 10,000 fishermen sometimes congregate here, and within a fortnight or three weeks they catch as many as ten million herrings (200-250,000 barrels). The greatest "Fair" in the Nordanland takes place on 2nd July annually in the *Bjørn-Marknadsplads* in the island of *Dynnæs*, and is largely attended by the country-people from far and near, and by their servants, who are in the habit of specially stipulating in their contracts for 'Markedsferier' or 'fair holidays.'

53 M. *Kobberdal* on the island of *Løkta*, the next station of any importance, commands a view, towards the E., of the *Ranenfjord*, which the steamers from Christiania now enter.

The 'Ranenfjord' (anciently *Radund*) is famous for its timber, and yields the material of which almost all the boats, houses, and coffins between this point and *Vadsø* are made. The principal stations are *Hemnæs* and *Mo*, both of which are touched at by one of the steamers from Christiania (*Hemnæs* only by the other), while a local steamer, the 'Helgeland', plies between these places and the *Søvig* and *Vikholmen* stations in correspondence with the Hamburg steamer. *Hemnæs* is 4, *Mo* 8 sea-miles from *Vikholmen*. The scenery becomes more attractive as we ascend the fjord.

*Hemnæs* (good quarters at Landhandler Nilsen's). Excursions hence to *Røsæuren* and to the *Oxtinder* (see above).

*Mo* (rooms at Landhandler Meyer's) carries on a considerable trade with *Sorsele* in Sweden via *Umbugten* and the *Bonæs Pass*. A railway to *Throndjem* to the S., to the *Foldenfjord* to the N., and even across the *Bonæs Pass* into Sweden are projected. — The following stalactite caverns ('Drypstenshuler') may be visited from *Mo*: the *Risagrotte* on the *Langvand*, near *Hammerenæs* (1 M.); the *Laphul*, near *Gaarden Bjørnaa*, and opposite to it another by *Gaard Gunlien*, both in the valley of the *Rødvasselv*. An excursion may also be taken to the glacier of 'Svartisen' by rowing to the end of the *Langvand* and following the valley to the N. as far as *Fisktjernmo*. A glacier-pass crosses hence to the end of the *Meljfjord* (p. 219). The *Svartis* is said to be the largest glacier in Norway, but is still almost unknown.

Another excursion is to the *Svartisvand*, a lake into which an off-shoot of the *Svartis* Glacier descends. (Forbes's Norway, p. 228.)

To the N.E. of *Mo* extends the interesting *Dunderlandadal* (the Finnish word *Tunduri*, and the Lappish *Duodar* signifying mountain), a broad valley, the central point of which is *Bjældaanæs*. From this point routes lead to the N. to the *Beierenfjord* and the *Saltenfjord* (p. 221), and the *Svartis* and neighbouring mountains may be ascended. Several of the streams in this valley disappear in caverns formed by the erosion of the marble from the surrounding mica-slate, and suddenly re-appear lower down. This is the case with the *Stilvasaa*, near *Gaarden Storforshei* in the *Skogfrudal* (about 1½ M. from *Mo*), where there is a very curious, but now ruined mill. Near it is the *Urvand*, an interesting forest-girt lake. Farther W. is the *Eiteraa*, which drives mills immediately on its egress from the bowels of the earth. In the vicinity are *Tyvshelleren* ('thieves' grotto) and an interesting *Ravine*, with an icy current of air through it, where the rushing of the subterranean water is distinctly heard. A third stream of the same kind is the *Pruglaa* near *Gaarden Jordbro*. By the *Prugtheibro* are about fifty water-worn *Jættergryster* ('giant cauldrons').

From *Bjældaanæs* (5 M. from *Mo*; carriage-road) we may visit the \**Stormdalsfjord* and the Marble Grotto at its foot, near the *Brediksfjeld*. The *Urtfjeld*, reached by crossing the *Stormdalshei*, and the *Brediksfjeld* command uninterrupted views, embracing the *Svartis* and the *Lofoden* Islands. An excursion is recommended to the *Svartis*, which descends to the *Kvitvaselvdal*, and to its ice-fall on the slope of the *Magdajoktind*. — From *Bjældaanæs* it is a day's ride to (5 M.) *Storjord* in the *Beieren-dal*. The route follows the *Bjældaadal*, passes the *Nedre* and *Ovre Bjældaaavand*, and traverses the *Ovre* and *Nedre Toldaaadal*, past *Toldau* and

*Aasbakke*, to *Storjord* (good quarters at the under-forester's). From *Storjord* to *Soløen* (with the church of *Brieren*) 1 M. more. — From *Bjældanes* to *Almindingen* in the *Saltdal* is also a long day's journey, the route leading either through the *Bjældaadal* (following the telegraph-wires), or through the *Gubbelaaadal*, *Randal*, and *Lenesdal*, which last forms the upper end of the *Saltdal*. Below the junction of the *Saltdal* and *Junkersdal* lies *Gaarden Bergulnæs*; thence to *Almindingen* and *Rognan*, see p. 223. — From *Bergulnæs* the traveller should proceed to the E. to the *Junkersdals-Guard*, in the *Junkersdal* (1<sup>1</sup>/<sub>4</sub> M.; good quarters). The bridle-path thither leads through the \**Uv*, one of the grandest rocky ravines in Norway, formed by the *Kjernfjeld* to the E. and the *Solvaagfjeld* to the W. (4-5000 ft. high). The route is very dangerous in winter owing to the frequency of avalanches (*Sneskred*). The valley is named after the 'Am'mand', or governor, *Junker Præbend von Ahn*, who during a war with Sweden was encamped here with a body of troops. Farther up, the valley is called *Graddis*, and is traversed by a bridle-path to Sweden, much frequented in winter, and provided with several 'Fieldstuer'. Many settlements of *Lapps* are to be met with on the heights in the *Dunderdal* and *Saltdal*, where acquaintance may easily be made with their *Gammer* ('earth-huts') and their mode of life.

The next station, a little to the N. of the *Raneufjord*, is —

55 M. *Vikholmen* (good quarters), charmingly situated. The *Ranenbaade*, pointed skiffs with lofty bows, recalling the Venetian gondola, are built here. They are called *Fjæring*, *Sexring*, or *Otring*, according as they have four, six, or eight oars (each pair wielded by one rower), these words being contractions of the numbers 4, 6, 8, in composition with *æring*, a termination from *Aar* ('oar'). These boats were formerly amazingly cheap, and even now a substantial 'Sexring' can be bought for 40-50 crowns. The *Fembæring* (or *Fembyrding*), a heavier kind of boat, used in the *Lofoden* fishery, and accommodating five men, is also built here. As might be expected, the Norwegian boatmen are far more skilful in the management of their craft than most other continental oarsmen.

From *Vikholmen* the steamboat steers to the N.W. between the islands of *Huglen*, *Hanness*, and *Tombø*. To the E. are seen the S.W. spurs of the *Svartis*, and to the W. the singularly shaped islands of *Lovunden* and the group of \**Threnen* (*Threnståvene*). The former, upwards of 2000 ft. high, is 3 M., and the latter, a group which is equally lofty, consisting of four rocky islands, 5 M. distant; but both seem quite near in clear weather. These islands are the haunt of dense flocks of sea-birds (*Lunder*, *Lundefugle*, *Mormon Arcticus*), which nestle in the clefts of the rocks and are caught by dogs trained for the purpose.

The precipitousness of *Lovunden*, the summit of which appears to overhang the water, has given rise to the saying —

'Se! hvordan han luder den gamle Lovund!'

('See how it overhangs, the ancient Lovund'.)

Another saying is —

'Hestemanden tute, Lovunden lute, og Trenen er længere ute.'

('The Hestemand blows his horn, the Lovund overhangs, and the Thren lies farther out.')

See *Peter Dass*, 'Samlede Skrifter'; Kristiania, 1874; vol. i., p. 94.

*Lovunden* and *Threnen* are inhabited by fishermen only. On one of the latter group of islands there is a church, where the

pastor of Lurø occasionally performs divine service. These islands may be visited from the station *Indre Kvarø*, but the passage of the *Thrensfjord* is often rough. The coasting steamers sometimes touch at Lovunden. — *Sandflesen*, a mythical island like *Gunillas Øar* in Frithjofs Saga, overrun with game, and with shores abounding in fish, is said to lie to the W. of Threnen.

In steering towards the *Kvarser* the steamboat traverses the *Stegfjord*, the passage between the *Lurø* on the left and *Alderøen* on the right, and we soon come in sight of the \***Hestmandsø** (1750 ft.), which is perhaps the most interesting island in this archipelago. To the right, on a projecting peninsula of the mainland, lies —

59 M. *Indre Kvarø*, a lonely place, from which visits may be paid to the *Melfjord*, the *Lurø*, Lovunden, Threnen, and the *Hestmandsø*. The 'horseman's island', seen from the W., resembles a rider with a long cloak falling over his horse (see the legend mentioned above). The summit is said to be inaccessible, but an attempt to reach it might be made from *Gaard Hestmoen* on the S. side of the island. The view from it must be very grand, embracing the whole of the archipelago and the vast and imposing *Svartis* on the mainland. Those who visit the *Lurø* should ascend the mountain (2110 ft.) at the back of *Gaarden Lurø*, which lies  $\frac{1}{4}$  M. from the harbour. The view is extolled by *L. v. Buch* (vol. i.). — The *Arctic Circle* ( $66^{\circ}50'$ ), which we now cross, passes through the islands of Threnen and a little to the S. of the *Hestmandsø*.

Magnificent as the scenery has hitherto been, it is far surpassed by that of the \***Svartis**, which the steamer now skirts for several miles. This part of the voyage is usually performed at night, so that passengers have an opportunity of observing the effects of the midnight sun. Svartisen is an enormous mantle of snow and ice, resembling the Jostedalsbræ and the Folgefond, about 6 M. in length and 2-4 M. in breadth, and covering a mountain-plateau upwards of 4000 ft. in height, from which protrude a few *Nuter* or *Knolde* ('peaks', 'knolls'). From this plateau descend numerous glaciers to within a few hundred feet of the sea, those extending farthest down being in the *Holandsfjord*. The westernmost spur of this almost unknown region is the promontory of *Kunnen* (p. 220), which extends far into the sea.

The first station on this part of the voyage is (60 M.) *Selsøvig*, to the right of which is the *Rangsundø*, with the *Melfjord* and its grand mountains beyond it.

The *Melfjord*, which may be visited from *Selsøvig*, branches off into the *Nordfjord* and the inner *Melfjord*. From *Gaarden Melfjord*, at the head of the latter, a route crosses the *Svartis* to *Fisktjernmo* (p. 217), and leads thence to the *Langvand* and to *Mo* on the *Ranenfjord* (see above).

62 M. *Rødø*, with the 'Norske Løve'. To the right, farther on, are the *Tjongsfjord* and the *Skarsfjord*, with their ramifications the *Berangsfjord* and *Holandsfjord*, which extend into the heart of the

Svartis. Passing the *Omness* on the right, the steamer touches at (64 M.) \**Grønø*, a picturesque and smiling island, one of the nearest points to the Svartis, of which it commands a striking view, and the best starting-point for a visit to its magnificent scenery. The steamer affords a view of the deep indentation formed by the *Glomfjord*, and then steers through a narrow strait between the *Melø* on the left and the *Skjerpa* on the right to the promontory of *Kunnen*. Far to the N. we obtain our first glimpse of the Lofoden Islands.

From Grønø we may take a boat into the *Holandsfjord* as far as *Reindalsvik* (tolerable quarters), and thence ascend the \**Reindalstind* (about 2100 ft.), which commands a magnificent view of the Svartis. — A visit should also be paid to the (1/8 M.) *Fondalbrae*, with its huge ice-caverns. — From *Glommen*, at the head of the *Glomfjord* (also reached by boat from Grønø), which does not penetrate so far into the Svartis, the dreary *Dok-modal* or *Arstadal* may be ascended and the mountains crossed (without difficulty, though no path) to *Beieren Kirke* (*Soløen, Arstad*, p. 221).

The promontory of \**Kunnen* (1995 ft.) forms the boundary between the districts of Helgeland and Salten, and at the same time possesses a climatic and geographical importance similar to that of the promontory of Statt in the Søndmøre. From this point there is a 'Havsei' ('sea glimpse'), or opening in the island-belt, through which a view of the open sea is obtained and its motion sometimes felt. To the N. the *Fugle* comes in sight, and 5 3/4 sea-miles beyond it the island of *Landegode*, resembling 'two gigantic buoys which mark the entrance to the Saltenfjord'. The atmosphere here is often remarkably clear. — The opening in the 'Skjærgård' is soon passed (generally at night), and we next observe on the left the *Fuglø*, the *Fleina*, and the *Arnør*, and on the right the church of *Gildeskaal* and the large island of *Sandhorn*, the highest mountain in which is called *Sandhornet* (3295 ft.). The *Beierenfjord* (p. 221) may be entered either on the S. or the N. side of this island. This fjord and the promontory of Kunnen form the northern-most limit of the silver fir. — We now enter the *Saltenfjord*, obtaining a view in clear weather of the snow-mountains around the *Sulitjelma* to the E., and soon reach the curious rocky harbour of —

76 M. *Bodø* (67° 17'; *Nilsen's Hotel*), a busy and increasing place, with 1500 inhab., the seat of the Amtmand or provincial governor, and a telegraph-station. The annual mean temperature here is 37 2/5° Fahr., that of July 54 1/2°, and that of January (not colder than Christiania) 32°. The large modern buildings contrast strangely with the old cottages with their roofs of turf. Passengers who do not intend making any stay here will at least have time to disembark and ascend the \**Løbsaas*, a hill to the N.E. of the town, which commands a view of the Lofoden Islands to the W., and of the *Blaamandsfjeld* (*Olmajalos*, 5350 ft.), a snowy range adjoining the Sulitjelma (which is not itself visible) to the E. (A similar view, though less extensive, is obtained from the fields, 5 min. to the S. of the town.) Geologists will be interested in the erratic

blocks of syenite in the midst of a rock-formation of slate. The town is supplied with water from a neighbouring lake.

A road leads to the S.E to ( $\frac{1}{4}$  M.) the *Church of Bodø* and the *Præstegaard*, at which Louis Philippe, when travelling as a refugee under the name of Müller (accompanied by Montjoye, who called himself Froberg), was entertained on his voyage to the North Cape in 1796. A room in the house is still named after him. On the S. wall of the church is the monument of a former 'Præst' (d. 1666). Beyond the church the road traverses a pleasant tract, with rich vegetation, on the bank of the Saltenfjord.

Bodø is a good starting-point for a number of very interesting EXCURSIONS, of which the three following are the most important.

#### 1. FROM BODØ TO THE BEIERENFJORD.

This fjord, a profound mountain-chasm which is not unlike the Geiranger Fjord, is most conveniently visited by the steamer '*Salten*', which usually leaves Bodø on Tuesday and Friday mornings and returns the same day (6 hrs. there and back). Crossing the Saltenfjord, we skirt the island of *Sandhorn* on the right. Stations *Skaalland*, on the left, and *Sandnes*, in the island of Sandhorn. We now enter the \**Beierenfjord*, a narrow inlet flanked by most imposing mountains. The narrowest point is at *Gaarden Eggesvik*. The third station is *Kjelling*, and the last *Tvervik*, whence the steamer returns to Bodø. From *Tvervik* we row to ( $\frac{1}{4}$  M.) *Soløen* (good quarters at Landhandler Jentoft's), or to *Arstad*, where there is a Skydsstation. The road leads thence through a picturesque valley, past *Beierens Kirke* (with *Gaarden Moldjord* adjacent), to *Storjord*, *Aasbakke*, and (about  $1\frac{3}{4}$  M.) *Toldaa* (p. 218), from either of which we may proceed to ( $2\frac{1}{2}$  M.) *Rusuanæs* in the *Saltdal* (see p. 223).

From *Toldaa* a route leads through the lower and upper *Toldaadal* to the *Upper Bjældaavand* or *Raudivand*, 1 M. long, the *Lower Bjældaavand*, and the *Dunderlandsdal* (comp. p. 218).

If neither of these routes be undertaken, the traveller should ascend from *Soløen* (or *Beierens Kirke*) to the summit of the \**Høitind* (4120 ft.; with guide), which rises to the S. and commands a magnificent view of the mountain-solitudes extending into Sweden, of the *Svartis* to the S., and of the sea with its numerous islands to the W., including even the mountains in the Lofoden islands, 17-20 sea-miles distant.

#### 2. FROM BODØ TO THE SALTFJORD AND SKJERSTADFJORD.

The steamboat '*Salten*' usually leaves Bodø on Wednesdays and Saturdays for *Rognan* at the S. end of the *Skjerstadfjord*, where the *Saltdal* begins, and returns thence to Bodø at night. Stations *Valosen*, *Løding*, *Strøm*, *Skjerstad*, *Verset*, *Fuske*, *Leifset*, and *Rognan*.

The **Skjerstad Fjord** is the western prolongation of the *Saltenfjord*, from which it is separated by the *Strømø* and the *Godeø*, to the N. of the *Strømø*. Between these islands and the mainland are three very narrow straits, the *Sundstrøm* (200 ft. wide), the *Storstrøm* (500 ft.), and the *Godestrøm*, through which an enormous mass of water has to pass four times daily, forming a tremendous, roaring cataract, commonly known as the \***Saltstrøm**, as each tide pours in or out of the fjord. The usual rise of the tide here is 5-6 ft. only, but when it increases to 8-9 ft., as in the case of spring-tides, the scene is a most imposing one. No vessel dares to attempt the passage at such times, and the violence of the cataract has even proved destructive to whales. The steamboat can pass through these straits during an hour or so at high or at low tide only, and times its departure from Bodø accordingly from 4 to 10 a.m.). The Saltstrøm is described by Schytte in 'Bodøs Beskrivelse', by Sommerfelt in 'Saltdalens Beskrivelse', by Vibe in his work on the sea and coast of Norway, and other writers.

The Saltstrøm, which surpasses the famous Malstrem on the coast of the Lofoden Islands, is best viewed from *Strøm*, where the passenger must disembark and wait for several hours (quarters at Landhandler Thomson's). A granite column at *Baksundholm* commemorates the visit of Oscar II. on 26th June, 1873. (*Friis' Reise*, 1874.) The ascent of the *Børsvatnstinder* to the S. of *Strøm* is recommended.

*Skjerstad*, on the S. bank of the fjord named after it, lies at the entrance to the *Misvær/fjord*, a bay of the fjord. Opposite, to the W., is the old gaard of *Lønæs* with an ancient burial-place.

*Verset* (good quarters at Koch's). About  $\frac{1}{2}$  M. farther is *Øinesgavlen*, a promontory of conglomerate, a formation which also occurs in the *Kjetnes*,  $1\frac{1}{4}$  M. to the S. — The steamer next touches at —

**Fuske**, on the N. bank of the fjord, whence a road leads by *Fuskeeid* to *Dybrik* on the *Foldenfjord* (*Sørfolden*, p. 230), from which, or rather from *Røsvig* (good quarters at Landhandler Normann's), 1 M. distant, a steamboat at present starts for Bodø on Tuesday and Thursday evenings. — Fuske is also the starting-point for an —

**EXCURSION TO THE SULITJELMA.** The route traverses the district called *Vattenbygden*, and passes the *Nedre Vand*, the *Øvre Vand*, and the *Langvand* (357 ft.). On leaving the steamer we cross the *Finneid*, where there is a fine waterfall, past which runs a wooden slide (*Lapp muorka*) for the purpose of drawing boats up to the lake. We then row on the *Nedre Vand* to *Moen*, at its upper end, and, if possible, as far as *Skjønstuene* at the head of the *Øvre Vand*. Next day we walk to ( $\frac{1}{4}$  M.) *Størmo*, where the forester (*Skovvogter*) lives, and ascend thence to the *Langvand*, a boat on which conveys us past a number of gaards to *Fagermo* at its upper

end (quarters at Opsidder Søren's, who also acts as a guide). A height to the E. of the gaard should be ascended for the sake of the \*\*VIEW it affords of the Sulitjelma, which a single valley only separates from the spectator. The spectacle is of surpassing grandeur. The ascent of the Sulitjelma from this side has rarely or never been attempted.

The extensive pedestal of the gigantic Sulitjelma, which is formed of a kind of mica-slate as hard as glass, rises almost immediately from the Langvand, extends from E. to W. for upwards of a mile, slopes towards the S., and ascends again at its N. margin, where it is 4780 ft. above the sea-level, and where, with its various peaks, it assumes a nearly semi-circular form. The mountain is covered with enormous masses of snow, which have forced the glacier to descend 700 ft. below the snow-line, and it culminates in two colossal peaks, often concealed by clouds, the northernmost of which is 6485 ft. in height, while between them the tongue of the glacier descends into the narrow valley. The S. peak is divided by a deep cleft into two rocky pinnacles, which, as well as the N. peak, rise in tremendous precipices from the glacier below. To the N. extends the vast and gently sloping glacier of the Blauamand, and to the S. the mountain is adjoined by the flat *Lairfjeld*.

The great Swedish naturalist G. Wahlenberg, the author of works on the flora of Lapland and of the Carpathians, spent several weeks in 1807, in a tent on the *Virijaur*, about 1850 ft. above the sea, with a view to explore the Sulitjelma group. He describes the various peaks and the glaciers (here called *Jækna*), and ascended the highest peak of the mountain, the height of which he estimated at about 6000 feet. Between the summit and the southern peak (5320 ft.) the *Salajakna* descends towards the S. to the *Lomijaur* (2260 ft.; *jaur*, 'lake'), a depth of 2570 ft., according to Durocher's calculation. This lake is separated by a narrow *Eid*, the watershed (*Vandskillet*) between the Atlantic and the Baltic, from the Swedish *Pjeskajaur*. — Adjoining the Sulitjelma group on the N. is the above-mentioned *Olmajalos* (5350 ft.), with its two glaciers, the *Olmajalos* and the *Lina-Jækna*. — See G. Wahlenberg's 'Berättelse om Mätningar och Observationer vid 67 Graders Polhöjd'; Stockholm, 1808 (with three maps). G. v. Duben's 'Om Lappland och Lapparne'; Stockholm, 1873. Hartung & Dulk's 'Norwegen', 1877.

Passes to Qwickjock and other places in Sweden, see below.

*Rognan*, the last steamboat-station, lies at the end of the Saltenfjord, on the left bank of the *Saltdalselv*, while *Saltdal Kirke* stands on the right bank. Good quarters at *Ellingen's* at *Saltnes*,  $\frac{1}{4}$  M. from Rognan.

From Rognan, which is a Skydsstation, we may drive up the *Saltdal* to ( $\frac{3}{4}$  M.) *Sundby* (quarters at Larsen's, the forester).

About  $1\frac{5}{8}$  M. from Rognan is *Almindingen*, a little below which, on the opposite bank of the river, lies *Evensgaarden* (good quarters). From the latter a route ascends the *Evenæsdal* for a short distance, and leads to the S. across the *Solvaagfjeld*, on the N. side of the \**Solvaagtind*, to the *Junkerdals-Gaard* (p. 218), a short day's walk, with which the ascent of the Solvaagtind can easily be combined. — From Almindingen the road next leads to ( $\frac{3}{4}$  M.) *Rusaanæs*, those who proceed beyond which must take a 'Sundmand' thence to ferry them across the river higher up. About  $\frac{3}{4}$  M. above Rusaanæs we cross the river near *Langsundmo* or *Troldhølen* and reach *Guarden Berghulnæs*, where a horse and

guide to Beieran may be procured. The route now leads through beautiful pine-wood to *Storjord* (quarters at the house of the 'Forst-assistent'), in the *Beierendal* (p. 217). Excursion to the *Junkersdal*, and route to the *Dunderlandsdal*, see pp. 217, 218.

The PASSES TO SWEDEN are very rough and fatiguing in summer. (In winter they are traversed more easily, being then practicable for *Kjærris*, or reindeer-sledges.) Between the *gaard* of the last '*Opsidder*' on the Norwegian side to that of the first '*Nybyggare*' on the Swedish, the traveller must frequently ride 12 or even 20 hours. It is, however, usual to break this part of the journey by spending a night in one of the Lappish 'Gammer', or earth-huts. At places, too, there are 'Fjeld-stuer', which have been erected by government for the accommodation of travellers, where shelter at least may be procured. A guide and a supply of provisions are indispensable. — *Hartung & Dulk's German work on 'Norwegen'* (Stuttgart, 1877) contains an interesting account of some of these passes.

1. From the *Junkersdal*, the upper part of which is called *Graddis*, a path leads to the S.E., passing the *Godjavre*, or through the *Merkdal* to the *Sadva Lake*, *Horn-Aran*, and *Skellefteå* on the Gulf of Bothnia. On each side of the pass there is a *Fjeldstue*.

2. From the *Junkersdal* another path leads to the N.E., passing (1 M.) *Skaidi*, to the (1½ M.) *Balvand*, and thence to the S.E. to the *Horn-Avan*, where it joins the above route. The *Balvand* may also be reached from the *Langvand*, at the W. end of the *Sulitjelma* group, so that a circuit from the *Junkersdal* to the *Balvand* and *Langvand*, or the reverse, may be made by those who do not intend crossing into Sweden.

3. From the *Langvand* a route leads past the N. side of the *Sulitjelma* group to *Qwickjock* on the *Lule-Elf* in Sweden. The path leads past the *Rovijaur* and *Farrejaur* to the *Virijaur* (once the head quarters of Wahlenberg, the naturalist), where Lapps with their tents are generally met with. Thence to *Njungis*, the first permanently inhabited place in Sweden, and to *Qwickjock*. The distance from the *Langvand* to the highest point of the route is about 3 M.; thence to *Qwickjock* 7 M. more. The journey takes 2-3 days, in accordance with the weather and other circumstances.

The first of these routes is the easiest, the third by far the grandest. *Qwickjock*, *Luleå*, etc., see R. 39.

### 3. FROM BODØ TO THE LOFODEN AND VESTERAALEN ISLANDS.

The *Vestfjord* separates the long chain of the *Lofoden* and *Vesteraalen Islands* from the mainland, and is prolonged by the *Oftofenfjord*, which forms a deep indentation in the coast. The *Lofoden* and *Vesteraalen* groups are separated from each other by the *Raftsund*, which lies between the *Ost-Vaage* on the W. and the *Hinde* on the E., all the islands on the W. of this boundary belonging to the *Lofoden*, and those on the E. and N. to *Vesteraalen*. The *Lofoden Islands* describe a long curve towards the W. and S., somewhat resembling a horn, which tapers towards the S. from the *Hinde*; and they have not inaptly been likened to the skeleton of some vertebrate animal, the smaller vertebrae of the tail being at the S. end. Most of these islands lie so close together that no opening in their long mountain chain is visible from a distance, but the intervals between those at the S. end of the group are wider. The principal islands and straits (*Sunde*, *Streme*), from

the Hindø towards the S.W., are: the *Raftsund*, through which lies the steamboat's course to the N.W. Vesterålen; the *Østrønge*, the largest of the Lofoden Islands; the *Gimsøstrøm*, in which lies the *Gimsø*; then *Vestvægø*, with the *Napstrøm*; the island of *Flagstad* with the *Sundstrøm*, and the *Moskenøsø*; the famous *Malstrøm*, or *Moskenstrøm*, and the island of *Mosken*; the *Værø*, and lastly the archipelago of *Røst*. — This chain forms a perfect maze of mountains, bays, and straits, interspersed with thousands of small rocky islets (*Holme*, *Skjær*, or *Flese*, from the Icel. *flesjar*, as they are often here called), and numerous excellent fishing-banks (*Skaller*, *Klakke*), and enlivened at places with fishing-stations and small harbours (*Vær*). Most of the mountains are picturesque and pointed in shape, and many of them rise immediately from the sea (as the *Vaagekalle*, at Henningsvær, 3090 ft. high), while the whole range, sometimes called the '*Lofotvæg*' ('Lofoden wall'), with its countless pinnacles, which have been compared to sharks' teeth, presents a singularly impressive scene. A peculiarity of these mountains is the crater-like formation of many of their peaks, recalling those of the Tatra Mts. in Austria. So far as they are not covered with snow, they are for the most part clothed with a kind of green moss, which possesses a curious luminosity, particularly in damp weather; but there is also no lack of entirely barren rocks. Good harbours (*Vaage*, Icel. *Vagar*) abound, where the largest vessels, dwarfed to the dimensions of nut-shells, lie in close proximity to enormous walls of rock, several thousand feet in height. The larger islands contain rivers and lakes of no inconsiderable size. The growth of trees in this high latitude is but scanty, but there is abundance of fresh green vegetation owing to the humidity of the climate in summer and its mildness in winter. The sea never freezes here. — The scenery of the Lofoden Islands, as well as that of the mainland opposite, is viewed to the best advantage on a bright summer day, in steering across the Vestfjord. By midnight light they present a strange and weird, but less imposing appearance, while the moon is entirely shorn of its silvery lustre by the proximity of the orb of day. Still more picturesque is the scene when witnessed during a gale or a passing thunder-storm, the solemnity of which greatly enhances the wildness of the picture. Having seen the Lofoden Islands in all these various aspects, the writer ventures to affirm that they surpass the finest scenery of Southern Europe in sublimity.

The famous *Lofoden Fishery* (*Gaatfiske*) is prosecuted on the E. coast of the islands from the middle of January to the middle of April. Millions of cod (*Gadus morrhua*), which come here to spawn, are caught here annually, chiefly with long lines (*Liner*) provided with numerous baited hooks, or with hand-lines (*Djupsogn*, or *Dybsagn*). The fish are then carefully cleaned, and either

dried on the islands on wooden frames (*Hjelder*), or slightly salted and carried to drier regions on the mainland, where they are spread out on the rocks to dry (*Klipfish*, 'cliff-fish'). When the fish is cut open and the backbone removed, it is called *Rotskjær*; when simply cleaned in the ordinary way, it is called *Rundfisk* or *Stokfisk*. The Rundfisk is chiefly exported to Italy, and the Klipfish to Spain, where it is known as *baccala salsa*. The heads were formerly thrown away, but are now dried by fire and pulverised, and thus converted into manure. A German manufactory for the purpose has been established at *Henningsvær*, and a Norwegian at *Svolvær*. On some of the outlying islands the cod-heads are boiled with sea-weed (*Tare*) and used as fodder (*Løpning*) for the cattle. During the three fishing months no fewer than 20,000 fishermen are employed on the Lofoden coasts. The boats, to the number of 3000 or more, flock to the three principal fishing-banks, within a mile of the islands, where the water varies in depth from 30 to 120 fathoms. The shoals (*Skreid*) of cod, probably on their way from the great banks farther N., extending along the coast and thence to Spitzbergen, are here so dense that hand-line fishers, with artificial minnow (*Pilk*) or other bait, hook their prey as fast as they can lower their lines. Each boat's crew is called a *Lag*, over which the *Hovedmand* or captain presides. The annual yield averages 20 million fish, many of which are of great size, and the number has even reached 26 millions. The chief stations are *Henningsvær*, where a naval officer is posted to preserve order, *Vaagen*, and *Svolvær* (the island of *Skroven*). The motley multitude, assembled from every region of Norway, presents a most interesting and novel sight. Most of the fishermen sleep in temporary huts (*Rorborder*) erected for their accommodation. In the middle is the fire-place (*Komfur*), where they cook their *Supamelja* (a kind of soup) and *Okjysta*. The whole proceedings are usually very orderly and peaceable, especially as no opportunity is afforded for the purchase of spirits. Many of the fishermen realise very handsome profits, and as they are paid in cash, the coffers of the Norwegian banks are often well-nigh drained for the purpose. A clergyman (*Stiftskapellan*) is stationed here during the period of the fishery for the purpose of performing additional services in different parts of the islands. — At the close of the winter fishery (*Gaatfisket*) most of the fishermen proceed towards the N. to Finmarken to prosecute the *Vaarfiske* ('spring fishery') or *Loddefiske*, so called from the *Loddestimer* ('shoals of smelts'; *Lodde*, *Osmerus arcticus*; used as bait), which approach the shore to spawn, pursued by the voracious cod and its congeners.

The winter fishery is unfortunately often attended with great loss of life. Thus when a westerly gale unexpectedly springs up, rendering it impossible to return to the islands, the open boats are driven across the broad and stormy expanse of the Vestfjord

for a distance of 10-12 sea-miles, often capsizing before they reach the mainland. On these occasions the 'Tolleknife' of the ill-fated crew are sometimes found sticking on the outside of their craft, where they have been used by their owners for the purpose of enabling them to hold on. One of the most serious catastrophes of the kind took place on 11th Feb., 1848, when 500 fishermen perished.

The total length of the Lofoden and Vesteraalen Islands is about 130 Engl. M., their area 1560 sq. M., and their permanent population about 20,000 souls.

**STEAMBOAT TO THE LOFODEN ISLANDS.** The most convenient way of visiting these interesting islands is by the local steamer from Bodø, which usually starts on Friday mornings, after the arrival of the Hamburg boat, and plies thence to all the principal points on the Lofoden Islands, including the Hinda and part of the Ofoten Fjord, performing the whole voyage in about four days. As the vessel proceeds to the extreme point of its voyage, and returns thence by the same route, the traveller may disembark at one of the most interesting points and remain there for two or three days. The Hammerfest boat also touches once weekly in each direction at the principal stations on the Lofoden Islands mentioned below, performing the voyage between Bodø and Lødingen in 24 hours. All the coasting steamers touch at Lødingen, both on the northward and southward voyage. (From Lødingen a local steamer plies to the Vesteraalen Islands in connection with the Hamburg boat, starting at present on Saturdays.)

Leaving Bodø on Friday morning, the local steamer steers across the Vestfjord to *Vær* (not always), *Moskenæs*, and *Reine*.

Early on Saturday it starts for *Sund*, *Balstad*, *Stene*, *Stimsund*, *Lyngvær*, *Gimsø*, *Henningsvær*, *Ørsvaa*, *Kabelvaa*, and *Svolvær* (halt of 3 hrs.). Then to *Kje* and *Lødingen*, both in the Hinda.

On Sunday the boat lies at Lødingen, from which one of the steamers from Christiania to Hammerfest at present starts for Tromsø on Mondays at midnight, and the other on Tuesday evenings.

On Monday the local steamer proceeds to *Lidlund* on the *Ofoten* Fjord, and to *Fagernæs* on the *Beisfjord*, the E. arm of the Ofoten Fjord. It then returns by the same route to the above-mentioned stations, stopping for the night at Henningsvær.

On Tuesday it steers to Gimsø and the other stations already named, and finally crosses the Vestfjord to Bodø, where it usually arrives at 3 p.m.

*Moskenæs* is the principal village, with the church, of the *Moskenæs*. To the S. of it is the famous **Malstrøm** or **Moskenstrøm**, a cataract formed like the Saltstrøm (see p. 222) by the

pouring of the tide through a narrow strait, but inferior to it in grandeur. It assumes a most formidable appearance, however, when on the occasion of a spring-tide the wind happens to be contrary and disturbs the regular flow of the water. There are several other rapids of the same description among the Lofoden Islands, the navigation of which is not unattended with danger. The worst part of the *Malstrøm* ('grinding stream') is at a deep sunken ridge between the *Lofotodde* (the S. promontory of the Moskenæsø) and the *Høgholme* ('hawk islands'), called the *Horgan* ('rocky height'), where the sea seethes and foams angrily at almost all states of the tide.

The *Være* lies 2 sea-miles to the S. of Lofotodden, and 4 M. to the S. of Moskenæs. The church, transferred hither from Vaage in 1799, contains an altar-piece with reliefs in alabaster.

The flat and populous island of *Røst*, 4 M. to the S.W. of *Være*, lies in a very lonely and open situation, forming the tip of the horn with which the Lofoden group has been compared. It possesses a small church, but the 'Præst' lives in the *Være*. Auks (*Aloa pica*) are hunted here, as in the island of Lovunden (p. 218), with dogs trained for the purpose.

On the way to the N. from Moskenæs we pass the stations above mentioned and the rapids of the \**Sundstrøm*, the *Napstrøm*, and the *Gimsøstrøm*. Among the higher mountains the following deserve mention. Near *Bulstad*, on the small island of that name, rise the *Skotstinder*. In the *Vestvaagø* are the \**Himmelstinder* and the imposing promontory of \**Urebjerg*, beyond which appears *Stamsund*. The steamer then steers across the broad *Gimsøstrøm* to \**Henningsvær*, above which towers the grand \**Vaagekalle* (3090 ft.). The Skjær, or rocky islands, to the right, are the *Vestvær*, *Grundskaller*, and *Flesene*. The whole of this region is renowned for its fishery. Vast flocks of birds are frequently encountered, and whales are not uncommon here. In the island of *Flagstad*, near Sund, there is a bay called *Kvalvig* ('whale creek'), where numerous whales are caught annually. What attracts them to this spot is unknown, but the fact that the water suddenly becomes shallow here, and that the whale has great difficulty in turning, constitutes the creek a natural trap from which escape is almost impossible.

From *Henningsvær* the next stations, \**Ørsvaag* and \**Kabelvaag*, can be reached by water only. Near *Ørsvaag* are the church and parsonage of *Kirkevaag*, founded at the beginning of the 12th cent., where *Hans Egede*, the Greenland missionary, was pastor in 1707-18.

A walk may be taken from *Kabelvaag* by a good road to ( $1\frac{1}{2}$  hr.) the Norwegian manure-factory near *Svolvær*. Imposing scenery. Acquaintance will thus be made with the vegetation of the islands; and the manufactory itself, where the cods'-heads are

pulverised in large pans, may also be inspected. From this point it is possible to reach \*Svolvær by land (crossing a river and passing a picturesque lake), but as the road takes a long circuit, the steamboat is preferable. Near Svolvær rises the lofty \*Svolværjur, and opposite to it lies the island of *Skroven*, 1 sea-mile distant. To the N. is *Molla*. A navigable channel leads hence to the N.E. through the *Øhellesund* into the \*Raftsund, the last of the Lofoten *Strøme*, and separating the *Østvagaø* from the *Hindeø*. At the S. end of the strait is the station of *Digermulen*.

The Lofoten steamer and the vessels bound for Hammerfest, instead of entering the Raftsund, pass through a narrow strait between the islands of *Molla*, steer across the Vestfjord to *Kjeø*, and past the mouth of the *Kanstadfjord* to —

**Lødingen** (p. 231), both situated on the *Hindeø*. As all the steamboats lie here for some time, passengers will always have time to walk to the (20 min.) *Church and Parsonage*. Interesting flora; *Multebær* abundant. Opposite Lødingen, to the E., lies the *Tjældø*. The *Tjældsun*d separates the *Hindeø*, the largest of the Vesteraalen Islands, from the mainland.

The **Vesteraalen Islands**, some of which, and particularly the *Andø*, extend far into the Arctic Ocean, are most conveniently visited from Lødingen. Starting on Saturday morning, after the arrival of the Hamburg boat from the S., the local-steamer proceeds to *Kjeø*, *Svolvær*, and *Digermulen*, Lofoten stations mentioned above, and then steers through the \*Raftsund, where the current is often very violent, to —

*Hansø*, at the end of the strait, opposite which, to the N., lies the *Brodø*. The steamer then crosses the *Hadselvfjord* (passing the *Møsadøl*, which rises in the *Hindeø* to a height of 3600 ft.) to *Melbo* in the pleasant \*Ullvø, from which a view of the open Arctic Ocean is obtained. Skirting this island, we next touch at —

*Stene i Bø* on the *Langø*, an island with numerous peninsulas, fjords, and narrow isthmuses, forming nearly the whole W. side of the Vesteraalen group, and containing together with the *Skogsoø* five different parishes. We next call at —

*Stokmarknæs*, steer through the narrow *Børesund* to *Kvitnæs*, in the *Hindeø*, and thence to the N., between the *Langø* and the *Hindeø*, to —

*Sortland* on the \*Sortlandsund. During the whole passage the *Mesadel* remains in view. Its glaciers are said to be the veil of a maiden giantess fleeing from her pursuers, all of whom, like herself, have been transformed to stone. The scenery here is both grand and pleasing. The next station is —

*Skjoldehavn* in the *Andø*; then *Alfsvaag* in the *Langø*, situated on the *Gauvfjord* which separates the *Langø* from the *Andø*. The steamer proceeds as far as *Langenes*, the N. extremity of the *Langø*, returns thence, steers round the S. end of the *Andø* to the

stations *Sommerø*, *Bredstrand*, and *Sunderø* on the E. coast, and lastly steams back to *Lødingen* by the same route as on the outward trip.

A steamboat from *Tromsø* also plies weekly to the *Andø*, touching at *Andenes* at the N. end of the island, and at *Dverberg*, from which a visit may be paid to the ( $\frac{1}{2}$  M.) *Coal Fields* near *Ramsaa*, where the steamboat also sometimes touches. (A railway from *Ramsaa* to *Risehavn* in *Hindø* is projected.) The island of *Andø*, about 270 Engl. sq. M. in area, is less picturesque than the others of the *Vesteraalen* group, a great part of it being occupied with flat marshes, where the 'Multebær' grows abundantly. The highest mountain in the island, to the W. of *Ramsaa*, about 1850 ft. in height, commands a magnificent view, but the ascent is marshy and rough.

From *Lødingen* to *Andø* and back the steamer takes about three days (from Saturday morning to Monday evening); from *Tromsø* to *Andenes* and back four days (from Tuesday morning to Friday evening).

### 23. From Bodø to Tromsø, Hammerfest, Vadsø, and Vadsø.

**Finmarken. North Cape. Nordkyn.**

134 M. (536 Engl. M.), STEAMBOATS (three to Hammerfest, and one to *Vadsø* weekly), comp. p. 213. The voyage to *Tromsø* (49 M.) usually takes  $\frac{1}{2}$ , to *Hammerfest* (79 M.) 3, and to *Vadsø* (134 M.)  $5\frac{1}{2}$  days. One of the steamboats bound for Hammerfest at present leaves *Bodø* on Saturdays at midnight, the other on Mondays at 6 p.m., and the Hamburg vessel to *Vadsø* on Thursdays at midnight.

The stations on the Lofoden Islands which are touched at by one of the Christiania steamers between *Bodø* and *Lødingen* have already been mentioned. The route described below is that followed by the two other steamers.

The steamer steers round the *Hjerte*, running chiefly within the *Skjærgård*. On the left rises the mountainous island of *Langedøde*.

4 M. *Kjæringsø*, the first station, lies to the S. of the *Foldenfjord*, the surroundings of which are very grand. The lower part of the mountains has frequently been worn quite smooth by glacier-action, while their summits are pointed and serrated like the Aiguilles of Mont Blanc. One mountain in particular, of which Prof. Forbes gives a sketch ('Norway', p. 58), presents the appearance of an extinct crater. At the head of the *Foldenfjord* rise other huge mountains, the peak of one of which somewhat resembles the Matterhorn.

The *Foldenfjord* divides into the *Nordfolden* and the *Sørfolden*, to which a local steamer plies from *Bodø* on Tuesdays and Thursdays, in 10-12 hours. The stations are *Myklebostad*, *Kjæringsø*, *Leines* (on the *Leinesfjord*, to the N. of *Nordfolden*), *Nordfolden*, *Røsrik* (on *Sørfolden*), and *Dybvik* (at the end of *Sørfolden*, on Thursdays only). From *Dybvik* across the *Fuskeeid* to *Fuske* on the *Saltenfjord*, see p. 222. — The scenery is exceedingly wild, and there are very few signs of cul-









tivation. — From Sørfolden the *Leersfjord* diverges to the N.E.; from Nordfolden branch off the *Vinkefjord*, with its prolongation the *Stavfjord*, and the *Merkesvikfjord*. These fjords are almost entirely uninhabited.

Shortly before reaching (9 M.) *Grøtø* the steamboat passes through the *Gissund*, an extremely narrow strait, the bottom of which is often distinctly visible through the clear green water immediately under the steamer, and where the navigation requires great caution. It then passes between the *Engelvær* on the W. and the *Skotsfjord* on the E., steers eastwards into the *Flagsund*, bounded by the mainland on the S. and the *Engelø* (*Stegen*) on the N., and stops at (12 M.) *Bogø*. Steering in a sharp curve round *Stegen*, we observe on the right the beautiful, but sequestered *Sagfjord*, which extends inland to *Tømmernæs*, about 4 sea-miles distant. Farther on, leaving the *Lundø* to the right, the vessel again steers out into the *Vestfjord*, where in clear weather a magnificent \*View is disclosed of the entire Lofoden range, one of the most superb sights on the whole voyage. We now traverse the open fjord, unprotected by islands, this being one of those parts of the voyage known as '*et rent Farvand*' ('an open course'). The fjord contracts. We pass the stations of *Transø* and *Korsnæs* on the *Tysfjord*, and next stop at —

22 M. **Lødingen**, on the *Tjældsunnd*, at the S.E. promontory of the *Hinde*, before reaching which a view of the church and parsonage is obtained (p. 229).

To the S. of Lødingen opens the *Tysfjord*, which may be visited from Korsnæs, but the outer part of which is uninteresting. Its ramifications, the *Hellefjord* and the *Botnfjord*, extend inland to within a mile of the Swedish frontier. From *Musken*, near the head of the *Tysfjord*, a route leads by *Kraakmo*, situated between the 4th and 5th of the seven lakes bearing the name of *Sagvand*, to *Tømmernæs* on the *Sagfjord*, and another to *Hopen* on the *Nordfolden* (p. 230). — From *Kraakmo* (where excellent quarters are obtainable) we may ascend the huge \**Kraakmotind*, and make an excursion by the 5th, 6th, and 7th *Sagvand* (the boat being dragged across the intervening necks of land) to the magnificent primæval forest adjoining the 7th lake. Travellers from *Kraakmo* to *Tømmernæs* on the *Sagfjord* ( $1\frac{1}{2}$  M.) cross the 4th, 3rd, and 2nd *Sagvand* by boat. A waterfall 50 ft. high is passed a little before the fjord is reached. — Another route leads from *Drag* on the *Tysfjord* across the picturesque *Dragseid* to the *Sagfjord*. The steamboat-stations nearest the *Sagfjord* are *Bogø* and *Transø* (see above).

The **Ofoten Fjord**, one of the largest fjords in Norway, forms the N.E. continuation of the *Vestfjord*, and extends nearly to the Swedish frontier. A local steamer already mentioned runs on Mondays from Lødingen to *Lidland* (quarters at "Klæboe's) on the N. side of the Ofoten (at the entrance to the *Bogen*) and thence to the E. to "Fagernæs" on the *Beisfjord* (quarters at "Mosling's). The grandest scenery on this fjord is to be found in its W. ramifications, particularly the *Rombak* and the *Beisfjord*, between which rise the easily ascended \**Tøtta* (6150 ft.) and *Vomlind*. The Landhandler *Mosling* at *Fagernæs* will provide the traveller with a guide (probably *Jo Larsen*, a Lapp). To the S. from the Ofoten Fjord diverges the imposing *Skjomenfjord*, at the end of which lies *Elvegaard* (good quarters). A route to Sweden leads hence through the *Sørdal*, passing the old copper-mines of *Skjangli* ( $3\frac{1}{2}$  M.). By far the finest scenery here, however, is on the W. arm of the *Skjomenfjord*, at the end of which is *Skjombotn*, above which towers the \**Frostis* (to the W.) with its enormous glaciers. — The S. banks of the Ofoten Fjord,

called *Balangen*, are well cultivated and comparatively tame. On the *Børsvand* to the S. are some abandoned copper-mines, recognisable only by their large mounds of slag.

The steamers usually leave Lødingen very early in the morning and steer through the *Tjeldsund*, which afterwards expands into the *Vaagsfjord*, the scenery at first being comparatively uninteresting. Passing (26 M.) *Sandtorv* in the *Hinde*, where we enter *Finmarken*, the northernmost province of Norway, we next touch at —

30 M. **Harstadhavn**, situated on a fertile height, and one of the most beautiful places on this part of the coast. Towards the E. lies an expanse of water resembling an Alpine lake, with snow-mountains in the background; to the N. rises the *Senjehest*, the S. promontory of the island of *Senjen*. — About 20 min. walk to the N.E. of Harstadhavn is the famous old church of *Throndenæs*, containing a good altar-piece. A visit to it is interesting, but the steamer does not stop long enough to admit of it. Roads lead hence to the *Kusfjord* (view of *Andø*) and the church of *Raa*. Harstadhavn is the junction of several steamboat lines. All the large steamers touch here, and also the local boat from *Tromsø* to *Andø* (see p. 227).

The steamer next steers to the E. across the *Vaagsfjord* to the promontory of *Roldø*. To the left are the *Grytø* and the *Senjehest*, between which a glimpse of the open sea ('*Havøi*') is obtained. Passing through the strait between the *Roldø* and the *Andorjø*, we next call at —

32 M. **Havnvik**, in the *Roldø*, with the church of *Ibestad*, to the S. of which rises the snow-clad *Messetind*. Like *Throndenæs*, it possesses a vaulted stone church, while all the other churches in *Tromsø Stift* are timber-built. The scenery continues very fine as we steam through the \**Salangenfjord*, but becomes still grander as we pass between the *Andorjø* and the mainland. On the left rises the huge *Aarbodstind*, with a fine waterfall, and on the right the pointed *Faxtind* (4120 ft.; *Fax*, 'mane', 'fringe'). The scene is most impressive at the next station —

35 M. \***Kastnæshavn**, whence all these mountains, including the pinnacle of the *Faxtind*, are seen simultaneously, while the horizon to the W. is bounded by the mountains of *Andø* and others. — To the W. lies the *Dyrø*, with the *Dyrøsund*. The voyage between *Havnvik* (or even between *Harstadhavn*) and *Kastnæshavn* should on no account be missed by the traveller, and the scenery should be witnessed both in going and in returning. The writer, who saw this sublime spectacle both in bright sunshine and in wild, stormy weather, considers it unsurpassed in Norway. — In the *Salangenfjord*, as well as elsewhere, it should be observed that the glacier-action has had the effect of wearing smooth the lowest third of the mountains ('*roches moutonnées*'), while the two-thirds above are rough and serrated.

The TROMSØ LOCAL STEAMBOATS touch at *Søveien* in the Salangenfjord, from which a journey to the E. to the *Bardudal* and the *Maalselvdal* may be undertaken (see below). Passengers by the larger steamers reach *Søveien* by landing at *Havnvik* and rowing thence (3 sea-miles).

39 M. *Kleven*. To the S.E. rises the snow-clad *Ghirragas-Zhjokto*, or *Istinden*.

42 M. *Gibostad*. These two last stations are in the island of *Senjen*, which is separated from the mainland by the strait through which the steamboat passes. The shores on both sides are green, wooded, and tolerably well peopled, and in the background rise snow-clad mountains, the chief of which is the *Broddenfjeld* to the S. — Though still pleasing, the scenery between Kastnæshavn and the Malangenfjord is inferior to that above described.

The \**Malangenfjord*, with the fjords to the N. and S. of it, forms a large cross, the four arms of which are seen at one time from the deck of the steamer, while to the N.W. we obtain a glimpse of the open sea through the \**Vangs Hauseie*. The fjord is enclosed by lofty mountains in every direction. To the S. rise the snowy \**Maalselvdal Mountains*. The steamer does not enter the deep indentations formed by the *Nordfjord* and *Auerfjord*, but touches at (47 M.) *Maalsnæs* on a promontory in the Malangenfjord, near the mouth of the *Maalselv*, the waters of which still ruffle the surface of the fjord. The estuary of the river freezes in winter, but the fjord remains open 1 M. lower down.

A very interesting excursion may be made from Maalsnæs through the *Maalselvdal* to the S.E. to the *Rosta-Vand* and the *Rostafjeld* (a carriage-drive of about 6 M.), and another to the S. to the *Alte-Vand* in the *Bardudal*. — Instead of returning to Maalsnæs, the traveller may proceed from *Kirkemoen* in the Bardudal to the W. to *Søveien* on the Salangenfjord (see above). — The inhabitants of these valleys are chiefly colonists from the *Østerdal* (valley of the Glommens) and the *Gudbrandsdal*, the first of whom were induced to settle here by the chamberlain *Berndt Ancker* in 1796.

1. THROUGH THE MAALSELVDAL TO THE ROSTAVAND. We drive from *Maalsnæs* (to which it is advisable to telegraph beforehand for horses) past *Hollaendernæs*, a place deriving its name from the settlement which the Dutch once attempted to found here against the will of the German merchants of Bergen, by whom the whole trade of Norway was then monopolised. This circumstance is alluded to by Peter Dass in the following lines: —

‘Men der denne Handel lidt længe paisted,  
Da blev det de Bergenske Kjøbmænd imod,  
Hollaenderne maatte sig pakke.’  
(But their trade was soon doomed to expire  
By the merchants of Bergen in ire:  
So the Dutchmen had soon to be off.)

The first station in this picturesque valley is (1 $\frac{1}{4}$  M.) *Guldhav*. The road then leads past the church of *Storbakken* to (1 M.) *Moen*. The imposing mountain facing us is the \**Ghirragas Zhjokko*, or *Istinden* (about 5150 ft. high), somewhat resembling a crater. — An excellent point of view is the mountain called \**Lille Mauket*, near Moen, 1850 ft. in height.

Passing the small stations of (1 M.) *Bakkenhaug*, and (7/8 M.) *Neergaard*, with its small church, we arrive at *Øverby* (poor quarters), which, with the *Nordgaard*, lies at the confluence of the *Maalselv* and the *Tambomelv*. Above the Rostavand rises the huge \**Rostafjeld* (5150 ft.), the ascent of which is not difficult, and may even be undertaken by moun-

taineers without a guide. The route is to *Gaarden Kongslid* (very good quarters), whence the ascent is made through a small valley on the E. side. Wild reindeer are sometimes seen on the way. Opposite the Rostafjeld, to the S., rise the *Likkavarre*, *Ruten*, and *Alap*.

2. THROUGH THE BARDUDAL TO THE ALTEVAND. We follow the above route to Moen, and drive thence to ( $1\frac{1}{4}$  M.) *Finsund*, the first station in the Bardudal. Near *Fosmoen*, in the vicinity, is the "Bardufoss", a fine waterfall of the Barduelv. To the left rise the *Istnider*, the westernmost of which may be ascended; to the right the equally lofty *Alafjeld*.

The next stations in the Bardudal are ( $1\frac{1}{4}$  M.) *Rydningen* and ( $\frac{7}{8}$  M.) *Kirkemo*, where the road to *Søveien* on the Salangenfjord diverges to the W. — From this point to ( $3\frac{1}{4}$  M.) *Viken* and the Altenvand the road is uninteresting. From *Strømsmoen* (good quarters) onwards it is rarely used except by Finnish traders on their way to Sweden in winter. — On the *Altevand*, about  $1\frac{1}{4}$  M. beyond *Viken*, boats are always procurable. To the N. of the lake rises the *Guolacarro* ('box mountain', 5660 ft.), and to the S. the *Rokomborre* (5350 ft.). At its efflux from the lake the Barduelv forms a deep ravine, which is so narrow that a man can leap across it.

3. FROM KIRKEMO TO SØVEIEN ON THE SALANGENFJORD. A good road crosses the hill called *Kobberyggen* ('seal's back') to (1 M.) *Kroken*. We next drive to ( $\frac{5}{8}$  M.) *Elvebakken*, then along the Nedre Vand to *Vashoved*, and lastly to *Søveien* (p. 233), about  $2\frac{1}{2}$  M. more.

The above routes may be combined thus: 1st Day. From Maalsnæs to Øvreby or to Kongslid. 2nd Day. Ascend the Rostafjeld. 3rd Day. Drive to Kirkemoen in the Bardudal. 4th Day. Drive to Søveien.

Several routes lead from the Maalsdalselv to the *Balsfjord*. The easiest (with guide) is from Olsborg, a little to the N. of the Moen station, to *Storstennæs* (1st day), from which it is possible to reach *Nordkjos*, at the S.E. end of the fjord, by boat on the same day. Steamboat thence on the Balsfjord, on the E. bank of which rise several mountains upwards of 5000 ft. high, to Tromsø. — Instead of taking the steamer direct to Tromsø, enterprising travellers may proceed (boat and guide not easily procured; gnats in abundance) from *Nordkjos* in one day to *Melen* at the S. end of the *Lyngenfjord*, and row thence to ( $2\frac{1}{2}$  M.) *Skibotten* (good quarters). Thence by boat next day to ( $1\frac{1}{2}$  M.) *Lyngseidet*, where the Tromsø steamer is reached. — The Lyngenfjord is described on the way from Tromsø to Hammerfest (see p. 236).

Leaving Maalsnæs, the steamer returns to the centre of the cross formed by the Malangenfjord (passing the huge *Bensjordtind* on the right), and then steers to the N.E., skirting the large island *Hvalø* on the left, into the *Tromsøsund*, on which lies —

49 M. *Tromsø* (*Grand Hotel* and *Hôtel Garni*, both to the W. of the church; booksellers, *Holmboe* and *Nilsen*; photographer, *Vickstrøm*, near the market, who sells photographs of Lapps), a town with nearly 6000 inhab., picturesquely situated on the island of the same name, and on rock of a peculiar shell-formation, in  $69^{\circ} 39'$  N. latitude. *Tromsø*, which was raised to the rank of a town in 1794, is a busy and gay little place, and has sometimes been dignified with the title of the 'Northern Paris'. The annual mean temperature is  $35^{\circ}/5^{\circ}$  Fahr., that of July  $50^{\circ}$ , and that of January  $23^{\circ}$ , while in the interior of Finmarken the annual temperature is  $29^{\circ}$  only and that of January  $5^{\circ}$ . In the market-place are the Town Hall and the neat Rom. Cath. Church. The interesting *Museum*, near the Grand Hotel, founded in 1872, comprises an antiquarian and a natural history department, the latter con-

taining a good zoological collection. Revenue 4800 kr., half of which is contributed by government. *Tromsø* also boasts of a grammar-school, a school for teachers, a bank, a telegraph-office, and a number of large shops, where bears' skins and other kinds of fur may be purchased at moderate cost. English and German are frequently spoken. — The streets are covered with gravel, and the footpaths are flanked with a bank of earth. The town is embellished with many mountain-ashes, wild cherry-trees, and birches, the latter being remarkably fine. — The long building on the hill is a ropery. Above the town, which stands on a slope, is a beautiful grove of birches where a number of villas have sprung up. From this point we obtain a view of the *Tromsdal* and the *Tromsdalstind* beyond the strait towards the E.; to the S. rises the snow-clad *Bensjordtind* on the *Malangenfjord*, and to the N. are the *Skulgamtinder* in the *Ringvatsø*. This prospect is very striking, especially when seen by the subdued lustre of the sun at midnight, when half the community is still astir. — The watchman posted on the tower of the church announces the hour and state of the weather at intervals.

The *Harbour* of *Tromsø* always presents a busy scene, and among the vessels are generally several of French nationality. They bring goods of various kinds, and carry away cargoes of salted cod-roe (*Rogn*), which is used as bait in the sardine-fishery. *Tromsø* also carries on a considerable trade with Russia, and equips a number of vessels for the capture of seals, walruses, etc. on the coasts of Spitzbergen and Nova Zembla. — The harbour of *Tromsø* is approached by two straits, the *Grøtsund* and *Fuglsund* on the N., and the *Malangenfjord* on the S. side.

An \*EXCURSION TO THE TROMSDAL ('*Dalen*'), for the purpose of seeing a Lapp settlement, should not be omitted. The captain of the steamboat will order boats and guides beforehand by telegraph, so that passengers, immediately on landing, may cross the *Sund*, 500 yds. wide, to *Storstennas* at the entrance to the *Tromsdal*. Thence to the **Lapp Encampment** is a walk of about  $1\frac{1}{2}$  hr., the ground being rough and somewhat marshy at places. The path leads through a birch-wood on the S. bank of the brawling stream, and passes numerous patches of snow. We at length reach a kind of basin, with the *Tromsdalstind* rising on the S., and a waterfall on the S. side, where there is a colony of six or seven Lapp families from the Swedish district of *Karesuando* †, who occupy five *Gammer*. (*Gama*, from the Sanscrit *gam*, 'earth', and not a Lapp word, literally signifies a 'hollow in the earth', a 'bears' den'.) The *Gamme* is a dome-shaped hut, formed of stone, turf, and birch-bark, with a round opening at the top for the exit of

<sup>†</sup> In accordance with the frontier-treaty of 7th-18th Oct. 1751, the Swedish Lapps are entitled to migrate to the Norwegian coast in summer, and the Norwegian Lapps to Sweden in winter.

smoke and the admission of light. Each hut is always provided with a fire, over which is suspended a pot or kettle, and around it recline the inmates. These Lapps possess a herd of no fewer than 4-5000 reindeer, but a few hundred only, enclosed in a *Rengjærde*, into which they are driven to be milked, are usually shown to visitors (a small fee expected). Among the pretty and useful articles manufactured by these Lapps are fur-boots (*Skal-Komager*, or *Skaller*, while ordinary leather shoes are called *Gabmagak*) and spoons and other objects in reindeer-horn. The traveller should taste the rich reindeer-milk, and observe the peculiar crackling of the animal's knee-joints, reminding one of the sound produced by an electric battery.

The \**Tromsdalstind* (4630 ft.), which commands a fine view, may be ascended from this point in  $2\frac{1}{2}$  hrs. (guide hardly necessary).

Among the numerous works on the Lapps may be mentioned: *Milford's 'Norway and her Laplanders'*, 1842; *Everest's 'Journey through Norway, Lapland, etc.'*, 1829; *G. v. Düben's 'Om Lappland och Lapparne'*, Stockholm, 1873; \**Friis's 'En Sommer i Finmarken'*, Kristiania, 1871; '*Lappiske Eventyr*', Kristiania, 1871; *Stockfleth's 'Dagbog over min Missionsreise i Finmarken'*, 1860; *J. Vahl's 'Lapperne, etc.'*, 1866.

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Leaving Tromsø, and steering through the *Grøtsund*, the steamer next touches at (57 M.) *Karlø*, where the storms and fogs which prevail in the Arctic Ocean are frequently encountered. The milk-white mist often lies on the surface of the water only, while the sky is bright and sunny. In this case the steamer has to cast anchor, and the traveller will have abundant leisure to observe the peculiar white *Skoddebuer* (*Skodde*, 'scud', 'mist'; *Bue*, 'bow'), formed by the fog. — The Karlø is a lonely and treeless island. To the W. lies the *Ringvutø*, which contains a glacier and a lake formed by a moraine. To the N. is the *Vanne*, and to the E. rise the mountains of the *Lyngenfjord*. To the N., farther on, we observe the picturesquely shaped *Fuglø* (2575 ft.), to the S.E. of which lies the large *Arnø*, which is separated from the *Kaagø* on the S. by the *Kaagsund*. This is another very striking point on our northern voyage. From the Kaagsund we perceive the beautiful outline of the *Kaagø* (3960 ft.), with a glacier high above the water. To the N. is the *Arnø*, and to the S. we survey the whole of the magnificent \*\**Lyngenfjord*, with its unbroken chain of mountains and glaciers 5-6000 ft. in height.

The *Lyngenfjord*, as well as the *Ulfsfjord*, *Reisenfjord*, and *Kvænangsfiord*, to the E. of Tromsø, are most conveniently visited with the aid of the local steamer from Tromsø. A vessel plies frequently to the *Karlø* and the *Skjærø*, but seldom to the *Lyngenfjord*. The stations in the latter are *Aareholmen* and *Lyngen* or *Lyngseidet* on the W. bank, and *Hornsnes*, *Skibotten*, and *Dybvik* on the E. bank. — The large peninsula, 8-9 M. in length, which is bounded on the W. by the *Ulfsfjord*, and on the E. by the *Lyngenfjord*, contains the highest mountains in N. Norway. At

its N. extremity rises the promontory of *Lyngstuen* (1155 ft.), to the S. of which tower the \**Pipertind*, the \**Goatzagaise* (6000 ft.), the *Kopangstind*, *Fastdalstind*, and the immense *Kjostinder*. From almost all these mountains (where the snow-line is about 3800 ft.) glaciers descend far into the valleys. To the W. of this range lies the *Jægervand*, a fine sheet of water 1 M. in length, the discharge of which flows into the Ulfsfjord. Above it rises the *Jægervandstind*, with a glacier, which is visible from the steamboat before Karlsø is reached. — This mountain-range, as is so frequently the case in Norway, is suddenly interrupted by the *Lyngseid*, a narrow neck of land, 160 ft. only in height. Here are situated *Lyngen* (or *Lyngseidet*) and *Karnes*, the residence of the 'Præst', the doctor, and the 'Lensmand' of the district. (Good quarters.)

A road leads to the W., across the *Eid*, to the *Kjosenfjord*, a deep creek of the Ulfsfjord. — To the S. of the Eid rises the *Goalzevarre*, upwards of 4000 ft. in height, and beyond it tower the *Jeggevarre* (6685 ft.), the highest mountain of the range, the *Pigtind*, and the *Nialavarre*, with its large glacier, which is also surveyed from *Skibotten* on the opposite bank of the Fjord. — The climate of the upper end of the Fjord is unusually mild, and an attempt is even made to cultivate rye.

Travellers reaching the Lyngsfjord from Maalselvsvdal (see above) may easily explore it by boat, and proceed thence by the *Mauksund* to the *Skjærvø* or to the Karlsø, to the W. of Lyngstuen, a station where all the steamers call.

82 M. *Skjærø*, to the E. of Kaagø. The station lies in a bay on the E. side of the island. To the S. we obtain a view of the picturesque *Kvænangstinder* on the *Kvænangsfiord*. On that fjord lies *Alteneid*, where the Tromsø steamers call, and whence a road leads to the neighbouring *Langenfjord*, an arm of the *Altenfjord* (p. 238). In the *Jøkelfjord*, a branch of the Kvænangsfjord, is a glacier which descends to the water, into which masses of ice frequently fall, endangering the herds of reindeer which are driven past its base in summer. — The steamer's course is now across the open sea, towards the N., crossing the boundary of Tromsø Fogderi, to —

66 M. *Loppen*, the first station in the *Alten Fogderi*, a small island exposed to the full sweep of the gales of the Arctic Ocean. It possesses a small church and a turf-roofed parsonage, a two-storied house to the left of which belongs to a merchant. Almost the only vegetation in the place consists of a few meagre patches of potatoes, everything else being unable to defy the fury of the storms which sometimes prevail here for weeks together. Ptarmigan abound. — The steamer next steers to the S. into the *Bergsfjord*, rounds the wedge-shaped island of *Silden*, and stops at the station of —

70 M. *Bergsfjord*, where we enjoy a magnificent mountain scene. In the background is a glacier, the discharge of which forms a waterfall. Passing the *Lersnæs*, and turning to the S.E., we next reach —

72 M. *Øksfjord*, on the *Alnas-Njarg* peninsula, with a noble amphitheatre of mountains around it, a conspicuous feature in which is a glacier to the W., descending from the extensive *Jøkelsfiold*. A little to the N. is the small church. The hamlet is

sheltered behind a deposit of detritus (*Skred*). The 'Landhandler' here is one of the richest in Finmarken.

The \**Altenfjord* may either be visited by taking the local steamer from *Tromsø* to *Alteneid* and thence crossing the neck of land, about 200 ft. high, between the *Kvænangsfiord* and the *Langenfiord*, to (about 1½ M.) *Sopsnæs*; or by the local steamer which plies between *Øksfjord*, the *Altenfjord*, and *Hammerfest*. (Travellers coming from the N. take the steamer from *Hammerfest* to the *Altenfjord*, and proceed thence either to *Øksfjord* or to *Alteneid*.) In spring a herd of 5000-7000 reindeer is driven across the *Alteneid* to the peninsula of *Alnas-Njarg* to the N. of the *Eid*, and some 2000 are conveyed thence by boat to the *Stjernø*. About the end of October these last return to the mainland, to which they are made to swim. All these tame animals have the owner's mark on their ears.

The *Altenfjord* is a beautiful arm of the sea, and so remarkable for its rich vegetation, especially in its southern part (the *Altenbygd*), that it has been not altogether unfitly styled the 'Italy of Finmarken'. In the annals of literature, too, it has been rendered famous by the visits of almost all the eminent travellers and savants who have explored this part of Norway (L. v. Buch, Prof. Forbes, and others already mentioned; also by *Keilhau*, who has written a 'Reise i Øst- og Vest-Finmarken', pub. 1831, and *Ch. Martins*, whose 'Von Spitzbergen zur Sahara' is a good German authority).

The highest mountains on the fjord, all on the W. side, are *Kaaven*, between *Stjernsund* and *Langfjord*, *Akkasolsi*, between *Langfjord* and *Talvik*, and *Haldi*, between *Talvik* and the *Kaafjord*, each about 3000 ft. in height. At the end of the fjord, above *Kaafjord*, rises the *Nuppivarre* (2675 ft.). — On the E. side of the *Altenfjord* is the interesting *Aars*, with the scanty ruins of the old fort of *Altenhus*. The most famous feature of the *Altenfjord* consists in its various old *Coast-lines*, particularly near *Bossekop*, formed by the gradual rising of the land, some of them upwards of 200 ft. above the present level of the water.

The local steamer steers from *Øksfjord* across the mouth of the *Langenfjord* and touches at —

*Talvik* ('pine bay'), a beautiful spot, with a church; then at *Strømsnes* on the *Kaafjord*, whence a visit may be paid to *Kaafjords Kobberverk*, a copper-mine of no great value, the property of an English company.

*Bossekop* ('whale bay'; *bosso* is the Lapp word for 'whale', or literally 'blower'; *goppe*, bay; good quarters), the next station, lies at the foot of the *Kongshavnfjeld* (700 ft.). To the E. lies *Attenguard* (formerly the seat of the Amtmand, and now that of the Roman Catholic mission, which, as stated by the pastor at *Talvik*, boasts of seven adherents only on the whole fjord). Farther on is *Elvebakken*, near the *Altenely*, an excellent salmon-river, and beyond it lies *Rafsbøn*. — The steamer then proceeds from the *Altenfjord* through the *Vargsund*, a strait between the mainland and the islands of *Stjernø* and *Seiland*, to the island of *Kvalø* ('whale island'), on which *Hammerfest* is situated. The channel divides here. On the E. is the *Kralsund*, running towards the N., while on the W. is a strait between the *Kvalø* and *Seiland*, called *Strømmen*, once a famous resort of whales, through which the steamboat reaches *Hammerfest*.

From *Bossekop* or *Alten*, at the head of the *Altenfjord*, to *Karasjok* and to *Haparanda* in Sweden, s. R. 24.

Our course is now to the N., towards the mountainous *Sørs*, which, as well as the *Stjernø* and *Seiland*, islands lying to the S. of it, consists to a great extent of a lofty plateau of the character common among the mountains of Finmarken. At the S. end of this island, about 4 M. to the N. of *Øksfjord*, lies *Hasvik*, the next station, 70 M. from *Tromsø* by the direct route. The vessel

steers through the broad *Sørsund*, round the *Fuglnas*, and passes on the left the curiously shaped island of *Huajen*.

79 M. Hammerfest (*Jansen's Hotel* and *Schichtlechner's*, both at the W. end), the 'northernmost town in the world', situated in  $70^{\circ} 75'$  N. lat., which has enjoyed municipal privileges since 1787, had 77 inhab. only in 1801, but now numbers about 2200. Its trade with Russia and the Spitzbergen expeditions organised here are the chief resources of the place. The climate is mild, the mean temperature here being the same as at *Tromsø* (see above). Sportsmen and Arctic explorers may charter a vessel here for a northward cruise for a sum of 3000-6000 kr., according to its size and the duration of the voyage. The traveller's destination (Spitzbergen, Nova Zembla, etc.), the objects of the voyage, and other particulars should of course be stated in the charter-party. — The town presents a neat and clean appearance, but smells strongly of cod-liver oil, the chief manufactories of which are in the *Grønnervoldsgade*. In Italy, to which part of this oil is exported, it is called 'olio dell' isola di Lofodia'. *Lapps* in their quaint and picturesque costumes, often intoxicated, and *Finns* from the principality of Finland, are frequently seen in the streets. The Russian vessels trading with Hammerfest are generally of the ordinary European build, the old-fashioned *Lodje*, a clumsy kind of lugger with two masts and disproportionately large cabin-windows, being now rare. Some of the shops, where bear-skins, walrus-tusks (*Hvalros*, 'whale-horse'), Lapp costumes, and other specialties of the country are sold, are attractive. — The *Church* stands on a rocky hill to the W. of the town, and is adjoined by the *Churchyard*, enclosed by a stone wall. — On the E. side of the town are seen numerous *Hjelder*, or wooden frames for the drying of fish. Crossing the outlet of the *Lake* to the E. of the town, and following the road round the harbour, where a number of civilised *Gammer*, or Lapp huts, are seen on the rocky shore, we may walk in  $\frac{1}{2}$  hr. to \**Fuglnæs*, the N. promontory of the island, with a lighthouse, commanding a fine view. In 1823 Sir Edward Sabine made some of his famous experiments with the pendulum here. A column in granite called the *Meridianstøtte*, has also been erected here to commemorate the measurement in 1816-52 of the number of degrees between Ismail near the mouth of the Danube and this point, undertaken, as the Latin and Norwegian inscription records, 'by the geometers of three nations, by order of King Oscar I. and the Emperors Alexander I. and Nicholas'. The hills to the E. of the *Meridianstøtte* command a view of the horizon of the Arctic Ocean and the midnight sun. — To the S. of the harbour is a valley extending into the interior of the *Kvalø*, whence a path ascends to the top of \**Sadden* (pron. *Salen*), a long hill rising above Hammerfest, from which dangerous avalanches (*Sneskrede*) frequently fall. This is a very fine point

of view, though not high enough to afford an unimpeded survey of the midnight sun. Ascending gradually for about 20 min. more, we reach the summit of the *Sadel*, which commands a view of the glaciers and snow-mountains of *Seiland* and the *Sørø*. This point may also be reached from the church, at the W. end of the town, but the ascent is steep, and there is no path.

If the traveller spends 4 hrs. or more at Hammerfest he should not omit to ascend \*\***Tyven** (1230 ft.; *tufva*, 'hill'), which rises to the S.E. of the town ( $1\frac{1}{2}$ -2 hrs.). The following directions will enable him to dispense with a guide. A few paces to the E. of the harbour we turn to the right into the valley and ascend a slight eminence with houses; we then follow the road leading above a lake and some pleasant looking meadows. On the opposite bank are seen the remains of a birch-wood, and at the end of the lake the villas of the townspeople. We soon diverge to the right, following the telegraph-wires, but keeping a little to the right in order to avoid the marshy ground. The Tyv is the hill at the foot of which the wires run. A little farther on we pass under the wires and ascend to the left to a height covered with loose stones, pass a small pond, and reach (1 hr.) the foot of the abrupt Tyv. Here we turn to the left and skirt the base of a huge precipice, ascending the somewhat steep course of a small brook, fringed with willows (*Salix arctica*) and dwarf birches (*Betula nana*). At the top of the gully we obtain a view of the sea towards the W. and the villas on the lake to the W., above which lies another small lake. Large herds of tame reindeer, whose peculiar grunting ('Grynten') is heard from a long distance, always graze here in summer. We now ascend steeply to the right, passing an expanse of snow, which lies on the right, and then, keeping still more to the right, reach ( $\frac{3}{4}$  hr.) the summit, which is marked by a pyramid of stones (*Varde*). The Tyv, which may be called the Rigi of Finmarken, descends very precipitously on the W. side, with the sea washing its base, adjoining which lies a bay with meadows, a birch-wood, and a number of houses. Towards the E. we survey the barren and desolate *Kvalø*, with its numerous ponds, and to the S. and W. extensive mountain-ranges, snow-fields, and glaciers. The islands of *Seiland* and *Sørø* are particularly conspicuous. To the N. stretches the unbounded horizon of the vast Arctic Ocean. Of Hammerfest itself the Fuglnæs only is visible. The formation of the coast recalls that of Sorrento and Ischia. Another prominent feature in the landscape is the promontory extending to the W. as far as *Strømmen*, over which the Lapps drive their reindeer in spring and autumn (beginning of May and end of October), and which the herds approach or quit by swimming across the *Strøm*. These migrations of the Lapps and their herds frequently give rise to quarrels with the permanent inhabitants ('bosatte Finner'; *Friis*, 'Lapland', pp. 41 et seq.).

The lower part of the Tyv consists of gneiss, the upper part of slate. The flora is interesting. In many places its surface is carpeted with the dwarf birch. — The best way to return is by the summit of the *Sadel*, to the W., which commands a similar, though less extensive view. Returning by this route, the traveller should allow 4 hrs. for the whole excursion, but 3- $3\frac{1}{2}$  hrs. suffice for the direct ascent and descent. The 'northernmost wood in the world', a birch-wood about  $\frac{1}{2}$  M. to the N. of Hammerfest, which books of travel never fail to mention, is not worth visiting. — If time and weather permit, the traveller should endeavour to take an excursion by boat to the grand and almost unexplored *Glaciers of Seiland*, which rise to a height of more than 3000 ft., the finest being on the W. and S.W. sides of the island. They are most conveniently approached through a valley ascending from the *Skreifjord*. — The island of *Haajen* ('the shark'),  $\frac{1}{2}$  M. to the W. of Hammerfest, is another interesting object for an excursion. The highest point, which is easily reached, commands an imposing view.

Beyond Hammerfest the land ceases to be an object of interest or value, the sea becoming the sole attraction. The vegetation is extremely scanty, so much so that a patch of grass 'which might be covered with a copy of the Times' is hailed as a meadow and attracts a colony of several families. The Alpine character of the scenery of Tromsø and W. Finmarken entirely ceases, and both mainland and islands now consist of vast and monotonous plateaux, called *Næringe*, rising to a height of 1000-2000 ft., and generally unrelieved by valleys. The only prominent peaks in this region are the *Stappe*, near the North Cape. The steamboat traverses long fjords, particularly in E. Finmarken, where no sign of vegetation or of human dwellings is to be seen, and where the silence and solemnity of the scene is only broken by immense flocks of sea-fowl wheeling over shoals of fish or congregating around their island homes, and by the occasional unwieldy gambols and noisy spouting of a whale. At the heads of these fjords, on the other hand, we frequently find smiling little colonies, surrounded with bushes and trees, and houses boasting of the amenities of pianos, newspapers, and engravings. With the North Cape terminates the Skjærgaard, or island-belt of Western Norway, and the coast is here washed by the long sweeping waves of the Arctic Ocean. Fogs often prevail here, causing detention and even danger to the steamboats. The Norwegian vessel in which the writer performed the voyage in 1877 here picked up the crew of a large Swedish steamer from Archangel, bound for England, which had been wrecked on this iron-bound coast. The unfortunate sailors had saved nothing but a compass, a clock, and a dog.

At Hammerfest, therefore, the traveller must weigh the in-  
BAEDEKER'S Norway and Sweden.

ducements to prolonging his voyage against the drawbacks. The North Cape should of course be visited, but beyond it the sole attraction of the voyage consists in the utter bleakness and solemnity of the scenery. The chief points of interest beyond the North Cape are *Sværholt* (with its 'bird-island'), the *Kjølefjord*, and the *Nordkyn*. The *Sværholt* at least should be visited, as it may be reached in a few hours from the North Cape or from *Kjelvik*. It should be observed that the *Hanburg* steamer very rarely passes round the North Cape, but steers to *Gjesvær*, to the W. of the Cape, and thence round the S. side of the *Magerø*, so that passengers bound for the Cape must land at *Gjesvær* or at *Kjelvik*. The '*Karl'*, however, a local steamboat, plies twice weekly (even in winter, as the sea here is always open) to the stations to the W. and E. of Hammerfest, and round the Cape and the whole of the *Magerø*, affording a convenient means of reaching the 'ultima Thule' of most northern travellers.

FROM HAMMERFEST TO VADSØ ( $2\frac{1}{2}$  days). The *Hamburg* steamer usually starts on Monday mornings, and arrives on Wednesday afternoons, leaving *Vadsø* again on Thursday mornings, and reaching Hammerfest on Saturday evenings. (Dep. from Hammerfest Sund. morning, arr. at *Throndhjem* Thurs. evening.) — The first station beyond Hammerfest, 5 M. to the N., is —

84 M. *Rolfsøhavn*, on the *Rolfsø*, an exceedingly desolate island. To the N. of the *Rolfsø*, and separated from it by the *Troldsound*, is the *Ingeø*, beyond which lies the *Fruholm*, with the northernmost lighthouse in Norway ( $71^{\circ} 6'$ ). To this island a noble Danish lady is said once to have been banished for certain misdeeds and after a residence here of several years to have perished owing to the upsetting of a boat when on her way to the church of *Ingeø*. — Farther on, to the N. of the *Hjelmeø*, we observe a solitary pillar of rock, called *Hjelmestøren*, adjoining which is an island frequented by sea-fowl. The auks when disturbed take to the water, while the gulls soar aloft in dense flights. To the N.E. rise the pinnacles of the *Stappe*.

87 M. *Havøsund* lies in a bay on the *Havø*, amid grand scenery. To the left rises a pointed hill called the *Sukkertop* ('sugar-loaf'). The little settlement, which boasts of a church, a 'Præst', and a 'Landhandler', is sheltered by the *Hjelmeø* on the N. from the storms of the Arctic Ocean. Crossing the *Maassund*, and passing the *Kulsfjord* to the S., we next reach the (89 M.) *Muaseø*, which likewise possesses its church, its pastor, and its merchant, a triad which forms the nucleus of almost every village in Finmarken. Numerous *Hjelder*, or frames for drying fish, are seen here. To the right rises the *Magerø* ('sea-gull island'), with its numerous pinnacles, the northernmost promontory of which is the North Cape. To the N.W. the *Stappe* become more conspicuous.

91 M. **Gjesvær** (good quarters at the *Landhandler's*), the next station, lies on an island in the midst of majestic Arctic scenery, unrelieved with the slightest trace of vegetation. From this remote corner of the globe, close to the North Cape, and nearly 1600 Engl. M. to the N.W. of London, the traveller may telegraph to Great Britain for 4½ kr. (20 words), or to America for 36–40 kr. (10 words). To the N. rise the \**Stappe* (*stappi*, an old Norsk word, 'column'), four pointed rocky islands covered with dense flocks of sea-fowl, which afford excellent sport. These rocks are sometimes known as the 'mother and her daughters'. On the easternmost of the group once stood a church. Like other desolate spots in Finmarken, which also once possessed churches (Sverholt, Ingø, Omgang, etc.), the island is now quite deserted. The whole of this neighbourhood abounds in rocky islands, cliffs, and reefs. — An excursion may be taken by boat from Gjesvær to the Magere. Visitors land in the *Tuefjord* (to the S.E.), whence they may ascend the *Graakold*, on the S. side of that bay.

The \***North Cape** ( $71^{\circ} 11' 40''$ ) is reached by boat from Gjesvær in 4–5 hrs., the direct distance being about 9 Engl. M., but the course usually taken is close to the shore, and round several promontories. The last of these, beyond which the Cape comes in sight, is the long and low *Knivskjær-Odde* or *Knivskjæl-Odde*, projecting still farther than the Cape itself. Between the Odde and the Cape lies a deep bay. We obtain a good survey of the monotonous form of the plateau of the Magere, rising at places abruptly from the water. The dark-grey slate-rocks are furrowed with deep clefts. At the extremity of the majestic North Cape rises the *Horn*, an almost isolated minaret of rock. The Cape itself, seen from the water, does not rise nearly so precipitously as (owing to a well-known optical delusion) it apparently does when the traveller looks down from the summit. The name given to it by the early geographer *Schöning* is *Knæskanaes*. The traveller may land and ascend the Cape on the W. side, but it is preferable to steer round it and land in the *Hornvik* on the E. side. The ascent, over stones and along the bed of a small brook, takes about  $\frac{3}{4}$  hr. (the last third steep and rough). The plateau of the Magere, with its expanses of snow, its ponds, and scanty vegetation, is itself an object of interest. The View from the promontory (the height of which is estimated by the best authorities at about 1010 Engl. ft.) embraces the dreary heights of the Magere to the W. and beyond them the Hjelmsø and Rolfsø; to the N.W. the eastern promontory of the Magere and the Sverholtklub and Nordkyn in the distance; to the N. stretches the unbounded horizon of the Arctic Ocean. At the top rises a granite *Column* in commemoration of the visit of Oscar II. on 2nd July, 1873.

'The northern sun, creeping at midnight at the distance of five diameters along the horizon, and the immeasurable ocean in apparent contact with the skies, form the grand outlines in the sublime picture pre-

sented to the astonished spectator. The incessant cares and pursuits of anxious mortals are recollected as a dream; the various forms and energies of animated nature are forgotten; the earth is contemplated only in its elements, and as constituting a part of the solar system'.

*Acerbi*, 'Travels to the North Cape'. London, 1802.

'And then uprose before me,  
Upon the water's edge,  
The huge and haggard shape  
Of that unknown North Cape,  
Whose form is like a wedge'.

*Longfellow.*

From the N. and E. shores of the Magere project numerous promontories, enclosing bays of greater or less size. In one of these lies *Skarsvaag* (a settlement of four Norwegian and one Finnish family), beyond which are *Kjelvik* and *Honningsvaag*. In the easternmost promontory again are two smaller basins, within one of which lies the small lake of *Opnan*, which it has been proposed to connect with the sea, so as to form a harbour of refuge.

The Hamburg steamer usually proceeds from Gjesvær round the S. side of the Magere, through the *Maussund*, and past the small island of *Altesula*, to (94 M.) *Honningsvaag*, where there are several Lapp 'Gammer' of a semi-civilised character, and furnished with iron chimneys. (Telegraph-station.)

95 M. **Kjelvik** (*Kjedelvik*, 'kettle' or 'cauldron creek'), with its church, pastor, and local merchant, is situated, as its name imports, in a basin of peculiar form. It possesses an excellent harbour formed by an island. The slate-strata run from N. to S., and their exposed margins have been much battered by the waves. A number of Russian vessels are generally to be seen here. The church contains a bell which was carried off by Russian marauders in 1679, thrown into the harbour by them when pursued, and recovered in 1865. To the E. of the station rises a \**Hill*, 1065 ft. in height, commanding an admirable survey of the Magere. — Kjelvik has always been a most important point on the route of northern travellers, who used to proceed hence to the North Cape on foot (a very fatiguing and dreary walk of 3 M.), and it will still be found by many a more convenient starting-point for the Cape than Gjesvær, although the distance is more than double. Those who visit the Cape from Gjesvær may, instead of returning thither, walk to Kjelvik. To those who undertake the excursion from Kjelvik one of the following alternatives is recommended: —

*In calm weather* row with at least five men (*Rorkarle*) round the east side of the island to the Hornvik and land there. If the weather is unfavourable for returning by water, walk back, spending the night, if necessary, at Skarsvaag. (As the wind is very changeable here, a detention of a day or more may easily be occasioned by stress of weather, in which case boats are said to be *vindfast* or 'weather-bound'.)

*In windy weather* walk to *Honningsvåag* (or leave the steam-boat there), and hire a light boat which the rowers carry across the low *Eid* to the *Skibsfjord*; cross the latter by boat to the long promontory on the opposite side, and walk thence to *Skarsvåag*, whence another boat will convey us to the *Hornvik*. Return by the same route. The rough water off the numerous promontories on the E. coast of the island is thus avoided.

The traveller who lands at *Kjelvik* on a Monday evening may devote Tuesday to the North Cape, Wednesday to *Sværholt*, Thursday to the *Kjøllefjord* and possibly the *Nordkyn* also, and rejoin the steamer at *Kjøllefjord* on Friday on her way back from *Vadsø*. This is a far preferable arrangement to remaining on board the steamer all the way to *Vadsø* and back. From *Kjelvik* to *Sværholt* about  $3\frac{1}{2}$ , thence to *Kjøllefjord* about 4 sea-miles. For the latter passage a different boat had better be engaged. The boatmen are civil, and overcharging is as yet unknown.

*Kjelvik* lies at the mouth of the immense **Porsanger-Fjord**, which is about 20 sea-miles in length and averages 3 M. in breadth. Numerous streams fall into it at its head. The banks are barren, unpicturesque, and almost entirely uninhabited, but present a beautiful appearance when richly coloured by the midnight sun. In July and August the *Sei* ('saithe', *Gadus virens*), a fish of the cod species, is largely caught here in nets, each of which is managed by four boats. The proximity of a shoal is indicated by the black and ruffled look of the water and the attendant flock of thousands of sea-gulls. At this season (known as the *Maketid* or *Parringstid*, the 'mating time' of the sea-fowl) numerous Russian vessels are seen in the harbours in this region, where they purchase fish, salt it on board, and convey it to Archangel. — The steamboat passes the *Porsangsnæs* on the right, a promontory glittering with white quartz, and steers to the S. to —

96 M. *Reppvaag*, near the *Tamsø*, a flat island with extensive moors where *Multebær* ('cloud-berry', *Rubus chamaemorus*) grow in abundance, and tracts (*Dunvære*) where the 'down' of wild-fowl is largely collected. A considerable sum obtained from these sources is paid annually to the 'Stiftsamtmann' of Finmarken. — In the Porsangerfjord, about 9 M. farther S., is *Kistrand*, the next station, with a church, a clergyman, and a doctor, and on the S. side a small birch-wood which is locally regarded as a little paradise.

From this point, or better still from the *Smørpfjord*, situated to the N., a footpath leads across the *Vuorie-Njarg* to the W. to the *Reppfjord* (a day's walk), whence *Hammerfest* or *Allén* may be reached viâ the trading (and local steamboat) station of *Kvalsund*. — Or we may row from *Kistrand* to (7 sea-miles) *Laxelvens Kapel*, at the head of the Porsanger-Fjord, and walk or ride thence to the *Vuorie Duodder* to (10 M.) *Karazjok*, a place where an excellent insight into Lapp life is obtained. Thence down the *Tana* by boat to *Polmak* and the *Tanafjord* (p. 254), about 27 M. in all, or to (22 M.) *Nyborg* on the *Varanger Fjord*, see p. 251.

After this long deviation from its direct course the steamer returns to the N. to the mouth of the Porsanger-Fjord and steers round the \***Sværholtklub**, an almost perpendicular promontory of clay-slate, 1000 ft. in height, famous as a resort of thousands of sea-fowl (chiefly gulls, *Larus tridactylus*). When scared by a cannon-shot fired from the steamer, about one-third of the birds take to wing in dense clouds, and after an interval of a few seconds of perfect silence utter their peculiar cries, the effect of which collectively somewhat resembles the sound produced by the escape of steam from a boiler. The gulls which remain sitting on the ledges of the black rock contrast picturesquely with it, looking not unlike long rows of pearls. The proprietor of the promontory, the *Landhandler Krøbel*, lives in a small bay on the E. side of it, called —

98 M. *Sværholt*, where the steamer touches in fine weather only, and of which he and his family are the sole inhabitants.

The Landhandler's house affords tolerable quarters, and the hospitable proprietor's account of his mode of life is not uninteresting. Among his sources of income, as he informed the writer, is the drift-wood (*Rørkved*, from *rege*, 'to drift') which finds its way to this coast in considerable quantities; and he showed two enormous trunks of mahogany, which he afterwards sold to a merchant of Throndhjem. He described the shoals of cod as sometimes so dense that it was impossible to sink his hand-line with a lead of a pound in weight through them, while the fish were so ravenous that they always took the bait instantaneously, so that he had no difficulty in catching 500 in one day. One night he was awoken by the noise made in front of his house by a party of thirty whales, gambolling in uncouth fashion and spouting water. In February, 1872, his house was burned down and one of his children perished in the flames, while he and the rest of his family escaped with nothing but their night-dresses. They took refuge in the shop, a small detached building, which fortunately contained a stove, and there they spent eleven days, at the end of which human beings at length came to their relief. The children all fell ill, except the youngest, only a month old, for which an additional garment had luckily been found. The 'bird mountain' yields him a considerable revenue, the eggs being sold for human consumption, and the gulls themselves being used as fodder for the cattle. The commandant at Vardøhus afterwards told the writer that no fewer than 150 large casks of gulls were annually used there as fodder, and that they were prepared for the purpose by being buried in the earth for a time.

On the W. side of the Sværholtklub, near the sea-level, is the *Russerhule*, a cavern in which a shipwrecked Russian crew is said to have once spent a considerable time. — About 1½-2 M. to the N. of Sværholt is *Slepen*, probably part of the so-called *Havbro*, a bank where the *Sei* fishery is extensively carried on.

Beyond the *Klub*, the N. extremity of the long peninsula of *Spiertu-Njarg* (the latter word being synonymous with *Næs*, 'promontory'), which separates the Porsanger-Fjord from the **Laxefjord**, the steamer steers to the S.E. across the latter to —

104 M. *Lebesby*, on the E. bank, a prettily situated place, with a church and a *Landhandler*, where both on the outward and homeward voyage it usually calls at night. It next steers to the N.

and passes the mouth of the *Eidsfjord*, at the head of which lies the low and narrow *Hopseid*, separating it from the *Hopsfjord*, a branch of the Tanafjord (p. 248; a canal through the Hopseid is projected). The valleys descending to the Laxefjord, like those in the Porsanger and Tana Fjords, are all very short, with level floors, generally several hundred feet above the water. We observe numerous old coast-levels, some of them 200 ft. high, and usually two of them together, one above the other. The *Fjære* (*estuarium*), or shore between high and low-water mark, is also an object of interest. The *Drottviknæring*, the promontory between the Laxefjord and the Kjøllefjord, is a majestic mass of slate-rock, divided into perpendicular sections, and furrowed by deep gullies, at the head of which there are large deposits of snow. At the extremity of the promontory rises the \**Store Finkirke*, a huge and picturesque rock, and in the Kjøllefjord, a little beyond it, is the *Lille Finkirke*, resembling a ruin. The vertical strata of sandstone here are not unlike a basaltic formation. At the head of the fjord we reach —

101 M. **Kjøllefjord**, an ‘Annexkirke’ of Lebesby, with several houses and ‘Gammer’. The shore is covered with boulders, and the pilots state that the bottom of the fjord is completely paved with them. An ancient coast-level is distinctly traceable on the right.

Leaving the Kjøllefjord the vessel steers round the *Rødevæg* (‘red wall’) to the station (102 M.) *Skjøtningberg*, and along the bold rocky bank of the *Çorgas-Njarg* (pron. Chorgash), a large peninsula connected with the mainland by the narrow isthmus of Hopseid, already mentioned. The N. extremity of the peninsula is the \***Nordkyn** (or *Kinnerodde*), in  $71^{\circ} 6' N.$  lat., or 5' (nearly 6 Engl. M.) to the S. of the N. Cape, but really the northernmost point of the mainland of Europe, and surpassing the N. Cape in grandeur.

Two bold mountains on the W. side guard the entrance to a basin, bounded by a perpendicular cliff with a horizontal top, in which lies *Sandvær*, a solitary fisherman’s hut. The masses of quartzose rock, broken into enormous slabs, have a very imposing effect. The snow extends at places down to the water’s edge. Part of the Nordkyn has become detached from it, leaving a passage through which boats can pass. Six fishing-boats obtained refuge here during a storm in 1865, but in certain states of the wind the *Afløsning* (‘detached portion’) affords no shelter. Immediately to the E. of the Nordkyn is a deep \**Gully* (‘Kile’) in the rocks, into which large blocks of stone have fallen, leaving openings below them (described by *Keilhau*, ‘Reise’, pp. 79, 80). — Beyond the Nordkyn on the right are the promontories of *Smørbringa* and the flat *Slætnæs*, with a curious rock-formation called ‘*Biskopen*’. The next stations are (103 M.) *Sandfjord*, (104 M.) *Mehavn*, and (106 M.) **Gamvig**, whence a local steamboat plies to the Tanafjord.

Passing *Omgang* opposite the *Tanahorn* (860 ft.), a spur of the *Rago-Njarg*, the local steamer enters the large *Tanafjord*, about 10½ sea-miles in length, skirts the W. bank, with its variegated quartzose rock-formation, and calls at *Hop*, a small station 6 M. from Gamvig. To the W. lies the narrow *Hopseid*, which separates the *Tanafjord* from the *Laxefjord* (p. 247). The mountains on the E. side of the fjord increase in height, culminating in the *Stangenæsfjeld* (2360 ft.). To the W., farther on, is *Digermulen*, a peninsula separating the *Tanafjord* from its branch the *Langfjord*, and to the S. rises the *Algås-Varre* ('holy mountain'), above *Guldholmen*. A few isolated 'Gammer' of the Finnish families settled here are the only human habitations to be seen. Passing *Molvik*, the steamer stops at the second and last station, *Stangenæs*, 4 M. from Hop, where there is a manure-manufactory. Bushes, trees, and even a few patches of potatoes are seen here. From this point we survey the *Vestre* and *Østre-Tanafjord*, the upper branches of the fjord, and the *Leebotten*, a bay to the S.E. When a high S. wind prevails, gusts of wind usually descend from all the branches of the fjord, causing strong local currents. — About 1¾ M. to the S. of *Stangenæs* is the *Church of Tana*, opposite which is *Guldholmen* (good quarters at Schanke's) at the mouth of the *Tana*, where the water is shallow, so that the steamer cannot proceed beyond *Stangenæs*.

112 M. *Berlevaag*, the next station, lies a little to the E. of the mouth of the *Tanafjord*. The scenery becomes more and more dreary, and the shore with large expanses of snow is now lower (400-500 ft.), its desolateness being frequently concealed by fog. The succession of promontories, all of uniform character, with intervening bays, has not inaptly been compared to the scenes on the stage of a theatre. *Berlevaag* lies in a bay on the N. coast of the *Rago-Njarg*, a peninsula bounded on the E. by the *Kongsfjord*, in which lie the *Kongsøer*, pleasant-looking grassy islands haunted by thousands of sea-fowl. To the S. E. of this fjord lies the peninsula *Vargug-Njarg*. 118 M. *Baadsfjord*, the next station, lies on the fjord of that name. 121 M. *Syltefjord* (Lapp *Orddo-Vuodna*) possesses an interesting *Fugleberg* ('bird-hill'), frequented by thousands of sea-gulls and auks. A little farther on is *Harningberg*, with tasteful houses and a lofty wooden pier, and boasting of a garden containing grass. To the left, at a height of 20-40 ft., lies the former coast-line, above which run the telegraph-wires to *Vardø* and *Vadsø*.

124 M. *Vardø* (*Hotel Hansen*), in  $70^{\circ} 22'$  N. lat., which has enjoyed municipal privileges since 1787, with 1353 inhab., is prettily situated on the island of that name, which is separated from the mainland by the *Bussesund*. The town has two harbours, the larger and deeper being on the N. side, protected by a large new breakwater, and the other on the S. side. To the W. of the town is the fortress of *Vardøhus*, founded about 1310, and now of no importance (garrison of 16 men only). To this fortress, however, Norway is indebted for her acquisition of Finmarken. Inscriptions here commemorate the visits of Christian IV., king of Denmark and Norway, in 1599, and Oscar II., king of Sweden and Norway, in 1873. To the E. of the town, which now consists of neat, well-built houses, covered with turf, while in 1600 it was merely

a group of ‘miserrima piscatorum tuguria’, rises the handsome new timber-built *Church*, containing a brazen font. In the vicinity are numerous *Hjelder* for drying fish. Fresh wheaten bread may be procured at the baker’s here, the flour being imported from Archangel by the small and uncomfortable Russian steamer which runs thence once a month to Vardø and Vadsø alternately. Travellers who contemplate a voyage by this vessel may apply for information to ‘Vardøhusets Kommandant’, who will kindly answer enquiries. — If time permit, the traveller should ascend the (20 min.) \**Vardefjeld*, a rocky hill 100 ft. in height, immediately behind the church, which commands a view of the town and island, the *Dom* (530 ft.) rising to the S. E., the unbounded sea towards the E., and the district of *Syd-Varanger* to the S., with part of the adjoining Russian territory. Over the rugged and rocky banks, in which are numerous inky-black pools, gyrate thousands of chattering sea-fowl. Trending to the S. on our way back to the town, we observe numerous rounded boulders at a spot about 30 ft. above the present sea-level, marking a former coast-line. The astronomer *Pater Hell* of Vienna observed the transit of Venus across the sun from the isthmus between the two harbours in 1768-69. He caused two stone columns to be erected on the bank of the *Nordrevaag*, the N. harbour, with a view to measure the gradual retrocession of the sea, but they have unfortunately disappeared. The church-register still contains a memorandum written by him on 22nd June 1769. — The climate here, though considerably colder than that of Hammerfest, is mild compared with that of the interior of the country, the mean temperature being 32° Fahr., the July temperature 47°, and that of January 14°.

Beyond Vardø the steamer passes the islands of *Rene* and *Hornø*, with their *Eider-Vær* and *Dun-Vær* (tracts where eider-down and feathers are gathered), where numerous ermines are also found. It then steers to the S., and afterwards nearly due W. — The shore continues exceedingly barren, being enlivened only by the solitary fishing-stations of *Kiberg*, *Skalnæs*, *Lille*, and *Store Ekkerø*, in the sandstone rocks of which last, on the E. side, numerous sea-fowl make their nests. The steamer passes the S. side of the *Vadsø* (‘water-island’), on which the town of that name formerly lay, and finally casts anchor in the harbour between the island and the town, which now lies on the mainland (Vargak or Varjag-Njarg).

**Vadsø** (Lapp *Cacce-Suollo*, pron. chahtze; Finnish *Vesi-Saari*; Russian *Vasino*; all signifying ‘water-island’; *Hotels Pihlfelt* and *Aas*), a town with 1500 inhab., including 800 Finns (*Kvæner*), lies in 70° 4' N. latitude, and has a climate similar to that of Vardø (see above). The Finns live at *Ytre Vadsø*, the E. suburb, where one of them (*Poikila* or *Vinika*, for example, who

speaks Norwegian) will on application prepare a vapour-bath for travellers who desire to try the genuine 'Russian bath'. There are no Lapp 'Gammer' here, but the dwellings of the Finns, who have immigrated from the principality of Finland, present several peculiarities which are worthy of notice. In every direction are seen *Hjelder* for drying fish, the smell of which pervades the whole place. On the W. side of the town is a *Manure Factory*. Potatoes thrive here, and a few stunted mountain-ashes and plum-trees succeed in braving the long winters. Some of the gardens contain forget-me-not, campion (*Lychnis*), and other flowers which in more southern countries bloom in spring.

The *Church* is a tasteful building on a hill to the N. of the town. The sacristy contains a votive picture dated 1661, representing a married couple with two sons and two daughters, before whom lie four dead children. Under the *Tower*, the ascent of which is recommended, is a curious offertory-box. — The town contains several large *Shops*, where interesting specimens of Russian workmanship (*Næverskrulker*, 'bark-pouches', etc.) among other articles are sold. — The chief sight of Vadsø is the \*Establishment of *Svend Foyn*, a whale-fisher from Tønsberg (p. 68), whose method of killing his prey (40-50 yearly) is by shooting harpoons and other projectiles at them from a cannon on board his steamer. The extensive buildings, which comprise a train-oil boiling-house, a manure-factory, etc., lie on the island to the S. of the town. Strangers are not always admitted, and they are rarely if ever allowed to take part in a whaling cruise. In its pursuit of the *Loddefisk* (*Osmerus arcticus*, a kind of smelt), which resorts to the shore to spawn, the whale often approaches the northern coasts, but only, it is said, when the wind is against it, and the fishery is therefore suspended when the wind blows from the N. E. (See a spirited description by *Friis*, 'Kong Oscars Reise', pp. 95, et seq.) — A boat may be taken direct from the Hamburg steamer to Foyn's Establishment.

If the traveller does not return to Hammerfest by the same steamer he must wait a week for the next. In this case he should pay a visit to the E. part of *Syd-Varanger*, a district much extolled by the Norwegians. On this expedition, for which *Friis's Lapland* will be found a useful companion, the traveller will have frequent opportunities of making acquaintance with the Lapps and the industrious Finns (*Kvæner*). — The best guide to the inner **Varanger-Fjord** and the region to the S., as far as *Golmes Oaave* (in the parish of *Næsseby*) is *Keilhau's Reise i Østfinmarken*. The country is wooded and mountainous, and almost entirely uninhabited. As gnats abound, the explorer should be provided with a veil (*Stør*) in the form of a bag, covering the whole head and fastened round the neck, and if possible with a mosquito-tent (*Ruggas*) also.

## FROM VADSØ TO NYBORG.

Distance, 5 sea-miles. If the traveller proposes to return by this route to the Tanafjord (a pleasant change), and there join the steamer which brought him to Vadsø, he must start by the local steamer almost immediately on leaving the Hamburg boat. He must also enquire if the 'Fram' on the Tanafjord will convey him from Stangenæs to Gamvig in time for the large steamer next day. The local steamer passes the *Lille Vadsø*, *Paddeby* (where the first birches are seen), *Finsnæs*, where the *Nordre Jacobselv* falls into the fjord, and the *Klubnæs*, a promontory forming the extreme spur of the *Klubbefjeld*. The vegetation is much richer here than at Vadsø, and improves the farther we ascend the fjord. On the W. side of the *Klubnæs*, which was an ancient sacrificial station of the Lapps, lies —

*Mortensnæs* (good quarters at *Nordvi's*, the Landhandler). The Lapps have a number of their curious 'Gammer', or subterranean dwellings here, and in the neighbourhood are several of their old burial-places, situated among heaps of stones (*Sten-Ur*). The other objects of interest are a *Bautastein* (*Zævdse Gadge*) and some ancient stone rings. — The *Storfjeld*, which may be ascended hence, commands a fine view.

A swallow is said to have been seen once at *Mortensnæs*, where it remained one day only. A sparrow is an almost equally rare visitor. In 1851, however, strawberries were found here in abundance. (*Keilhau*, p. 17, etc.; *C. A. Wulfsberg*, 'Om Finmarken'; *Kristiania*, 1867; p. 74.)

Passing the church of *Næsseby*, the steamer enters the *Mæske-fjord*, the last bay on the N. side of the main fjord. To the N. rises the *Mæskehoug*, a hill once regarded as sacred (*Mæske-varre*; *passe-aldo*).

**Nyborg** (good quarters at *Pleym's*, the Landhandler). The women here wear a curious adornment on the back of their heads, similar to that used by the Icelandic women, consisting of a piece of wood (Finnish, *fierra*) somewhat resembling a helmet, covered with velvet or other stuff, and trimmed with coloured ribbons. From this point travellers sometimes ascend the *Madevarre* (1470 ft.),  $1\frac{1}{2}$  M. to the N., where the forest extends to a height of 700 ft. above the sea-level. The summit affords a good survey of the interior of the extensive peninsula. — An excursion may also be made to the S. by boat round the *Angsnæs* to the *Karlebotn*, and thence on foot to the *Golmes-Oaave* ('three heads', about 1300 ft. high).

FROM NYBORG TO THE TANAFJORD ( $4\frac{1}{2}$  M.). Horses and boats are not easily procured for a party of more than four persons. We start early and ride across the *Seidafjeld* (over which extends a *Rengjærde*, or wall to prevent the reindeer from straying) to *Suoppanjarg* ('lasso-promontory'), or to the more conveniently situated ( $1\frac{1}{2}$  M.) —

*Seida*, both of which lie on the *Tana*. Keilhau compares the

latter to a 'large group of sæters'. We now take a boat, manned with a rower and steersman, and with seats for two passengers only, and descend the *Tana*, the second-largest river in Norway, in the waters of which particles of gold occur. (In ascending the river the boatmen propel their craft by the process of *staken*, i. e. punting or poling.) The boat careers down the rapids (*Stryk*) at an exciting pace. The boatmen generally speak Lappish only.

At *Guldholmen* ('gold island'; 3 M. from Seida), a small island at the mouth of the *Tana*, opposite the church of *Tana*, we shall probably arrive in time to row to ( $\frac{1}{2}$  M.) *Stangenæs*, whence the local steamer 'Fram' usually plies to *Gamvig* to meet the Hamburg steamer which leaves *Vadsø* on Thursday mornings. — If the local steamer does not suit, it is possible to row to (5 sea-miles) *Hopseidet* (p. 248), a boat being provided by Landhandler Schanke at *Marienlund*, walk across the *Eid*, and row to *Kjøllefjord* or to *Sværholt* (pp. 247, 246), and there catch the Hamburg steamer. If the steamer is missed at *Sværholt*, it is still possible to overtake it at *Kjelvik*, 4 M. farther W., as the steamer's usual course between these places is via *Kistrand* on the *Porsanger Fjord* (p. 245), a route 22 M. in length.

#### FROM VADSØ TO THE SYD-VARANGER.

The district lying to the S. of the *Varanger Fjord* long formed a subject of dispute between Norway and Russia, but the frontier was at length defined by the convention of May, 1826, and finally confirmed by the protocol of August, 1834. In former centuries Denmark had even claimed the whole peninsula of Lapland or *Kola*, stretching to the E. to the White Sea, while Russia was desirous of extending her frontier to the W. as far as the *Lyngefjord*. — This region abounds in timber (whence it is usually known as *Raftelandet*, 'Raft' signifying planks or rafters), in fish, and birds, but above all in gnats, which, particularly in the inland parts, are an almost intolerable plague in summer. Keilhau gives a graphic account of his sufferings from these persecutors, millions of which pursued him to the top of a high hill where he had hoped to escape from their attacks.

The local steamer conveys us from *Vadsø* to (2 M.) *Bugønæs* (good quarters at the Landhandler's), from which the *Bugøfjord* runs a long way inland. To the W. rises the *Bugønæsfjeld* (1750 ft.), and to the E. the *Brasfjeld* (1335 ft.). Farther to the E. we pass the large and barren *Skogørø*, bounded by the *Kjøfjord* on the W., and the *Bøgfjord* on the E. side. On the *Kjøfjord*, the banks of which are almost uninhabited, is a 'Fugleberg'; the upper part of the fjord is called the *Neidenfjord*, into which fall the *Neidenelv* and *Munkelv*. Several colonies of Finns are settled here; their dwellings are clean, but the accommodation is very

poor. The steamer steers through the Kjøfjord and round the S. side of the Skogør into the Bøgfjord, at the mouth of which lies —

*Kirkenæs*, on the promontory between the Bugøfjord and the *Klosterfjord*, with the church and parsonage of *Sydvaranger* (rooms at *Figenschou's*, the Landhandler). Farther up the fjord lies *Elvenæs* (rooms at *Klerk's*, the Lendsmand), and a little beyond it the chapel of *Boris-Gleb*, named after two Russian saints, and situated in a Russian 'enclave' of  $\frac{4}{9}$  Engl. sq. M. in area. The old church is adjoined by a new one built of stone.

At Boris-Gleb the large *Pasvik-Elv* or *Kloster-Elv* falls into the fjord. It derives its latter name from *Kloster Peisen*, a monastery once situated here. The river consists of a series of twelve lakes, connected by about twenty-nine waterfalls, and for a distance of 9 M. forms the frontier between Norway and Russia. Its source is the *Enare-Trask*, a large lake, about 2940 Engl. sq. M. in area. A visit may be paid from Boris-Gleb to the *Storfos* (*Giedde-gævdnje*) and to the *Harefos* (*Njoammel Guoika*, 'hare-fall'), situated near the *Valegas-Javre*, a lake swarming with trout; also to the (4 M.) \**Männikö-Koski* ('pine-waterfall'), the route to which traverses the fine forest-scenery of the Sydvaranger.

At Boris-Gleb reside the so-called *Skolte-Lapps* ('scalp Lapps'), who derived their name from the fact that they were formerly bald from the effects of disease. (*Friis's Lapland*, pp. 149, et seq.; *Keilhau*, pp. 48, et seq.) A good road leads from Elvenæs to the (3/4 M.) head of the *Jarfjord*, on which we may row to *Pasvik* (from the Lapp *basse*, 'sacred'), a fishing hamlet with a good harbour. A little farther E. (1 M. from Pasvik, and 7 M. to the S.E. of Vadsø) is *Jacobselvs-Kapel*, the last steamboat-station, and the last place in Norway. Since the visit of Oscar II. in 1873, which is commemorated by a marble slab, the place has been named '*Oscar den Andens Kapel*'. It lies on the *Jacobselv* (Lapp *Vuorjem*), which here forms the boundary between Norway and Russia. The smelt-fishery carried on here is very important. The fish (*Lodde*, *Osmerus arcticus*) is used as bait for the cod and other fisheries.

The following Lapp words are of frequent recurrence: *duoddar*, mountain; *varre*, hill; *varre-ooaive*, hill-top; *tjokk*, point; *njarg*, promontory, peninsula; *suolo*, island; *gedge*, stone; *sieidi* (*sieidi-gergi*), a stone or rock occupied by a *saiwo* (see p. 254); *gace* (pron. chatze), water; *vuodna*, fjord; *tshoalmi*, strait; *javre*, lake; *gaiva*, spring; *jokki*, river; *koski*, waterfall; *njalmi*, estuary; *jækna*, glacier; *olmias* (s like sh), person, human being; *goatte*, house; *maa*, land; *buocco* (*buotzo*), reindeer; *suoppa*, lasso; *guösse*, cow; *guösse-voja*, cow's-fat, butter; *guolle*, fish; *guvitjin*, trout; *muorra*, tree; *bætse*, *dædno*, fir, pine; *kumse*, cradle; *pulk*, *kjærri*, sledge; *beska*, fur-coat; *gabmagak*, shoes; *skaltemager*, fur-boots; *bellinger*, leather gaiters; *nibe*, knife; *doppa*, edge; *bænagulam*, a mile (literally 'as far as a dog's bark is heard').

The Lapp greeting on entering a house is '*rafte vissui*' (peace to your house)! The answer, '*ibmel addi*' (God grant it)! '*Burist*', or '*buorre bæive*' (good day)! Answer, '*ibmel addi!*'

## 24. Inland Routes from Alten.

### i. From Alten to Karasjok.

18 M. The journey on horseback in summer takes 3-4 days, but can be accomplished more quickly in winter by sledge (*kjær-ris*, *pulk*). Three *Fjeldstuer*, those of *Jotkajavre* (or *Romsdals-stuen*), *Mollajok*, and *Raudejavre* (*Sarrisstuen*), afford shelter for the night. Beyond *Jotkajavre* the greater part of the journey may be performed by boat on a series of lakes and rivers. The guide (*vappus*, 'pilot') must understand Laplandish. In summer most of the Lapps migrate to the coast, but in March and April they may be seen here to advantage. The days are already long, but profound winter still reigns. The journey is then performed in a *kjærri* (sledge) or a *pulk*, drawn by a reindeer; the pulk somewhat resembles a canoe, being covered in front. The motion is very rapid, and the swaying of the pulk is usually steadied by attaching another reindeer behind, called a *Stoppe-Ken* (driving '*i Slagtem*'), besides which a *Vare-Ken*, or reserve-reindeer, accompanies each pulk. Lapp costume (*pesk* or *beska*, a fur-coat; *skalkomager*, fur-boots; *bellinger*, leathern gaiters) is desirable for this expedition in winter, besides which a *pose*, or sheep-skin sack for sleeping in, is also useful. The Lapps always use their furs with the hairy side outwards. The route passes a number of *sieidi*, or sacred stones (*sieidi-gergi*, 'oracle stones'), which were formerly worshipped by the Lapps. Several of these are to be seen at the top of the *Kongshavnfield*, or 'sacred mountains' (*Passe Vurek*, *Ailegas*), which project into the Altenfjord. The ancient belief was that they contained a *saiwo*, or paradise, inhabited by Lapps and reindeer.

Beyond *Jotkajavre* we observe to the N.E. the *Vuorie-Tjokk*, a barren conical mountain, and, farther on, the *Vuolla-Njunnes* to the E., both of which were once famous places of sacrifice. The country is for the most part well wooded, and the valleys are often very picturesque. We descend the valley of the rapid, but navigable *Jes-jok*, or *Es-jok*, into which a route from Kautokeino also descends. Farther on, the *Jes-jok* unites with the *Karasjok* ('rapid river'), which with the *Anarjok* afterwards forms the *Tana-Elv*.

**Karasjok**, lying near the Russian frontier, has a church, a Lensmand, and a Landhandler. Routes lead hence to the S.W. to (18 M.) *Kautokeino* (see below), to the N.W. to (10 M.) *Laxlevens Kapel* on the *Porsanger Fjord* (p. 245), and to the N.E. to (18 M.) *Polmak* (with a church, merchant, etc.) on the *Tana*. The latter is reached by boat on the *Tana*, the stream of which is generally moderate, in 3-4 days. Travellers bound for the *Tana Fjord* proceed to *Seida*, 3 M. beyond *Polmak* (see p. 251), but those on their way to *Nyborg* leave the river at *Suoppanjarg*, 1 M. above *Seida* (see p. 251). The water of the *Tana* is auriferous, but the yield is too small to repay the cost of extracting the gold.

ii. From Alten to Haparanda in Sweden.

66 Norw. M. This journey occupies 11-13 days. From Alten to (16 M.) *Kautokeino* 4 days, thence to (19 M.) *Muoniovara* 3-4 days, and from Muoniovara to (about 33 Sw. M.) *Haparanda* 4-5 days.

Before the days of steamboats and railways this long, fatiguing, and costly route to Sweden, which presents no great interest except on the Norwegian side, was more frequently undertaken than now. The steamboat and railway route from Alten to Stockholm via Throndhjem and Christiania is about twice as expeditious and half as expensive. Considerable interest, however, attaches to this overland route, and several points on it have attained celebrity in the scientific world, from its having been trodden by *L. v. Buch*, *Acerbi*, *Martins*, *Bravais*, *Oscar Schmidt*, and other scholars and naturalists. To this day it possesses attractions for the scientific traveller and the sportsman, but can hardly be recommended to the ordinary tourist.

In the reverse direction the journey is still more tedious and laborious in summer, as the rapids of the Muonio and Torne-Elf have to be ascended; but in winter these rivers, and even the Muonio-koski at Muoniovara, are frozen over and practicable for sledges. A better route in summer for travellers from Haparanda to the North Cape is via *Luleå* and *Qrickjock*, and thence over the mountains (a rough walk or ride of two days) to the Saltenfjord and Bodø (comp. R. 39). A still easier route is by steamer from Haparanda to *Sundsvall*, thence over land to Throndhjem, and from Throndhjem to the North Cape by steamboat. (Comp. RR. 21, 38.)

The best time for the journey is between the middle of August and the middle of September. Earlier in the season the myriads of mosquitoes are insufferable, and at a later period the days draw in and snow begins to fall. The traveller's passport must be *visé* by a Russian ambassador or consul (a consul at Hammerfest).

**FROM ALTEN TO KAUTOKEINO (16 M.).** The shorter and preferable route crosses the mountains to the W. of the Altenelv (the longer, about 19 M., follows the course of that river). A guide and horses should be engaged for the whole journey to *Karesuando* in Sweden. (*Johan Strand* at Bossekop is recommended as a 'Vappus' or guide; his charge is 60 kr., and as much more for each of the two horses which each traveller requires.) Four *Fjeldstuer* afford shelter for the nights, but provisions must be taken for the journey. Heavy luggage should be sent round to Stockholm, or if necessary to Haparanda, by steamboat and railway; if taken across country, a third horse will be required to carry it. — The highest part of the vast mountain-tract which the route traverses is the *Nuppivarre* (2600 ft.; *varre* being the Lapp, *vara* the Finnish word for mountain). The stations are: (2½ M.) *Gargia*, (3½ M.) *Solovom*, or *Suołovuobme*, (4½ M.) *Pingisjärvi*, and (5½ M.)

**Kautokeino.** From Solovom geologists should pay a visit to the deposits of coal on the neighbouring *Akso-Javre*. (See C. A. Wulfsberg, 'Om Finmarken'; Kristiania, 1867.)

The longer route, following the Altenelv (*Alatajokki*), crosses the *Beskadosfjeld* to the *Ladnijavre* and *Masi*, in order to avoid the *Sautzofosse*, the waterfalls formed by the lower part of the river; a boat is then taken on the now sluggish Altenelv to —

**Kautokeino** (about 900 ft.; good quarters at the *Landhandler's*, or at *Vorum's*, the Lensmand, who is obliging, and will afford useful information), a settlement of Lapps and a few Finns, most of whom are absent in summer, and possessing a church and parsonage. The sides of the village-well are partially coated with ice, even in summer. A few birches thrive here, but no pines are to be seen. (*L. v. Buch*, vol. ii.; *Ch. Martin*, 'Von Spitzbergen to Sahara', vol. i., pp. 201 et seq.)

FROM KAUTOKEINO TO KARESUANDO ( $9\frac{1}{2}$  M.), a journey of two days. The traveller may ascend the Altenelv by boat, or ride along its bank, to (2 M.) *Mortas*. Thence to —

*Syvajärvi* in Finland (Russia), 5 M. more. The frontier, which we cross 1 M. before reaching this place, was declared by the Danish-Swedish treaty of 1751 to be formed by the watershed between the Arctic Ocean and the Gulf of Bothnia. A ride of  $2\frac{1}{2}$  M. more, traversing the watershed, about 1850 ft. in height, and presenting little interest, brings us to —

**Karesuando** (*Inn*) in Sweden. The church was formerly at *Enontekis*, but when that place was annexed to Finland in 1826 it was transferred to Karesuando. *Petrus Lästadius*, the author of the Lapland 'Journal' (Stockholm, 1831), was once the clergyman here.

FROM KARESUANDO TO NEDRE MUONIONISKA (or *Muoniovara*), 10 Sw. M. (about  $66\frac{1}{2}$  Engl. M.), a journey which may be accomplished in one day by boat on the *Muonioelf*, which forms the boundary between Sweden and Finland. The trip is an interesting one, the passage of the cataracts here being unattended with danger. It is usual to hire a boat and rowers as far as *Muonio-Niska* ('beginning of the Muonio') on the Finland side, or to *Muonio-Vara* (good quarter's at *Fostrum's*) on the Swedish side; but a fresh boat may be engaged at each of the following stations: (2 M.) *Kuttainen*, (2 M.) *Palajokko*, (3 M.) *Ketkisuando*, (2 M.) *Öfvre Muonioniska*, and (1 M.) *Muonio-Vara*. About  $1\frac{1}{4}$  M. below Ketkisuando are seen the first pines (*Abies excelsa*). An interesting description of the salmon-spearing in the Muonio by torch-light is given by *L. v. Buch* in his second volume. -- *Muonio-Vara* is picturesquely situated, and boasts of a few corn-fields.

FROM MUONIO-VARA TO HAPARANDA (33 M.) the journey is also performed by boat, first on the *Muonio*, and then on the *Torne-Elf*. The rushing of the \**Muonio-Koski*, a tremendous cataract,

upwards of 1 Engl. M. long, is already audible here, though nearly 1 Engl. M. distant. The descent is a most exciting trip, unsuited for nervous persons. The foaming river careers wildly through a rocky gully and over sunken rocks, lashing the sides of the boat and half filling it with water. At one point there are two falls, each about 6 ft. in height, and near each other, between which the stream has to be crossed in order to reach another narrow channel where the descent is less sudden.

'You cannot perform this passage by simply following the stream, but the boat must go with an accelerated quickness, which should be at least double to that of the current. Two boatmen, the most active and robust that can be found, must use their utmost exertions in rowing the whole time, in order that the boat may overcome the force of the stream, while one person is stationed at the helm to regulate its direction as circumstances may require. The rapidity of the descent is such, that you accomplish an English mile in the space of three or four minutes. The man that manages the rudder can with difficulty see the rocks he must keep clear of: he turns the head of the boat directly in the line of the rock he means to pass, and when he is in the very instant of touching it, he suddenly makes a sharp angle and leaves it behind him. The trembling passenger thinks that he shall see the boat dashed in a thousand pieces, and the moment after he is astonished at his own existence. Add to all this, that the waves rush into the boat from all sides and drench you to the skin; while, at other times, a billow will dash over the boat from side to side, and scarcely touch you.' — Acerbi.

The first part of the journey, to (25 M.) *Matarenyi*, is usually performed by boat; the latter part, from Matarenyi to (8 M.) *Haparanda*, by road. The boat from Muonio-Vara to Matarenyi, or to Ruskola a little beyond it, is manned by three boatmen and has room for two passengers only. Besides the formidable cataract just mentioned, we descend a succession of other rapids, but the dangers of the passage have perhaps been somewhat exaggerated. The cost of the boat as far as Ruskola is about 80 kr., and the trip takes 2½-3 days. Good quarters are procurable at *Kihlangi*, *Kengis Bruk* (iron-works), *Pello*, and *Ruskola*. The large Muonio-Elf falls into the *Torne-Elf*, which descends from the *Torne-Träsk*, between the *Kexisvara* station and that of *Kengis Bruk*, ½ M. below it. The interesting costumes of the natives at *Pello* should be observed. The *Kittis*, a neighbouring mountain, formed one extremity of a degree of longitude measured by Maupertuis in 1736.

*Matarenyi*, ¼ M. from Ruskola, was formerly called *Öfver-Torneå*. Near it, on the Finland side, a little to the S. of the Arctic Circle, rises the \***Avasaxa** (695 ft.), a hill which commands a view of the midnight sun for one week. This point was long the 'ultima Thule' of aspiring travellers, who could formerly reach the Arctic Circle more easily from the head of the Gulf of Bothnia than by following the Norwegian coast. The church-register at *Jukasjärvi* contains interesting entries made by many of them, which are recorded by Acerbi. The earliest of them is by *Reignard*, the French savant (1681), who concludes with the words —

‘Sistimus hic tandem, nobis ubi defuit orbis’.

*Charles XI.* visited this spot in 1694, *Linnaeus* in 1732, *Celsius* and *Maupertuis* in 1736, and *Louis Philippe* in 1796.

Travellers usually disembark at Matarengi and drive by the road to (8 M.) Haparanda, which is more interesting than to continue the journey by boat. The country is fertile and well cultivated. Stations: ( $\frac{1}{4}$  M.) *Ruskola*, ( $\frac{9}{10}$  M.) *Niemis*, ( $\frac{11}{10}$  M.) *Päkila*, ( $\frac{11}{2}$  M.) *Körpikylä*, ( $\frac{17}{10}$  M.) *Kükkola*, and ( $\frac{16}{10}$  M.) —

**Haparanda** (*Hotel*), 'lofty bank', a town with nearly 1000 inhab., on the right bank of the *Torne - Elf*, while *Torneå*, which belongs to Finland, lies on the opposite peninsula of *Svenssaar*. The harbour of Haparanda is at *Salmis*, 1 M. distant, reached by a road, or by the small steamer which conveys travellers to the large vessels bound for Stockholm. Some of these vessels proceed from Haparanda to Stockholm following the Swedish coast (once or twice weekly), others from *Torneå* to Stockholm by the coast of Finland (once or twice monthly).

Voyage to Stockholm, see R. 39.

Besides the books already referred to, *Oscar Schmidt's 'Bilder aus dem Norden'* (Jena, 1851) and *Bayard Taylor's interesting 'Northern Travel'* (1853) may also be mentioned. Other works on Lapland are enumerated in the Introduction.

## 25. From Christiania by Railway to Charlottenberg (and Stockholm).

12,<sub>6</sub> M. One train daily to *Charlottenberg* in  $5\frac{1}{2}$  hrs.; fares 10 kr. 55, 7 kr. 65, 4 kr. 80 ø. (thence to *Stockholm*, 40,<sub>4</sub> Sw. M., two through-trains daily in 14- $17\frac{3}{4}$  hrs.; ordinary fares 48 kr. 85, 35 kr. 85, 22 kr. 80 ø.; express 58 kr. 60, 42 kr. 35 ø.). The total distance from Christiania to Stockholm is 345 Engl. M.; the through-train leaving Christiania (1879) at 9.30 a.m., arrives at 9.45 a.m. on the following day; another train, leaving Christiania at 5.45 p.m., spends the night at *Kongsvinger*, starts next morning at 6.10, and reaches Stockholm at 10.10 p.m.

From Christiania to (1,<sub>8</sub> M.) *Lillestrømmen*, see p. 35. The Eidsvold line diverges here to the N., while the Stockholm railway runs towards the S.E., traversing a less interesting tract of country. *Lillestrømmen* lies on a narrow arm of *Lake Øyeren*, formed by the influx of the *Lerelv* and other streams. The lake, the broader part of which begins  $3\frac{1}{4}$  M. to the S.E., at the influx of the *Glommen*, is 3 M. in length. (Steamboat once on weekdays, with an additional trip on Mondays, from *Lillestrømmen* to *Sandstangen*, near the S. end, in  $3\frac{1}{4}$  hrs.)

2,<sub>5</sub> M. *Fetsund*, where the train crosses the broad *Glommen*, just above its influx into *Lake Øyeren*. Vast quantities of timber enter the lake here every spring on their way down to *Sarpsborg* and *Frederiksstad*. The train now follows the E. (left) bank of the river, which forms cataracts at places, all the way to *Kongsvinger*. 3,<sub>7</sub> M. *Blakjer*; 4,<sub>3</sub> M. *Haga*; 5,<sub>1</sub> M. *Aarnæs*. At *Næs*,  $1\frac{1}{2}$  M. to the N., the *Vormen*, descending from *Lake Mjøsen*, falls into the *Glommen*. 5,<sub>9</sub> M. *Sæterstøen*; 7 M. *Skarnæs*, prettily situated; 7,<sub>7</sub> M. *Sunder*.

8,8 M. **Kongsvinger** (*Møllerud's Hotel; Jensen's*), formerly called *Leiren* ('the camp'), a small town on the right bank of the Glommen, with 1141 inhab., is reached from the station by a handsome bridge. The now dismantled *Fortress* (*Fæstning*; 770 ft.), which once played an important part in the wars between Sweden and Norway, commands a fine view.

From KONGSVINGER TO ELVERUM (8 $\frac{5}{8}$  M.), a good road, with fast stations, following the E. (left) bank of the Glommen, and leading to the N. to the districts of the *Søler* and *Østerdal*. The route presents little interest, and is now rarely traversed by tourists; but it may be preferred to the long circuit to Elverum via Lillestrømmen, Eidsvold, and Hamar by travellers from Sweden on their way to Throndhjem. The accommodation is generally poor. The scenery of the valley of the Glommen is of a somewhat sombre character.

On both banks, especially farther up the valley, extend vast tracts of forest, in which elks (*cervus alces*), bears, and all kinds of wild-fowl abound. As already mentioned (p. 203), the *Storsjø*, a basin of the Glommen above Elverum, has great attractions for the angler. Many of the other lakes near which the road passes also afford good fishing.

1 $\frac{1}{2}$  M.  $\dagger$  *Brandvold*, whence the *Radfjeld*, a good point of view, may be ascended. 1 $\frac{1}{2}$  M.  $\dagger$  *Kirkene i Grue*, near which there are numerous lakes. 1 $\frac{1}{4}$  M.  $\dagger$  *Austad*; 5 $\frac{1}{8}$  M.  $\dagger$  *Keiserud*. [A good road leads thence on the bank of the *Fliseneiv*, by (7/8 M.)  $\dagger$  *Sønsterud*, and (17,8 M.)  $\dagger$  *Grætviken* on the Norwegian frontier, to (1 $\frac{1}{2}$  M.) *Borangen* on the Klarelf in Sweden.] 1 $\frac{1}{4}$  M.  $\dagger$  *Braaten*, from which another road leads to (1 $\frac{1}{2}$  M.) *Sønsterud*; 2 $\frac{1}{2}$  M. *Vestby* on *Elverum*, a station on the Hamar and Throndhjem Railway (see p. 204). — Travellers bound for Røros and Throndhjem may either proceed from Elverum by railway direct, or they may vary the route by making the digressions mentioned in R. 20. Those who wish to explore the solitudes of the *Fæmund-Sjø* for sporting or other purposes may proceed part of the way from Elverum, by a tolerable road with fast stations, as far as (8 $\frac{1}{2}$  M.) *Sørhus i Trysil*; but a more interesting route to the *Fæmund-Sjø* is by Aamot, Sjøbunden, and the *Storsjø* (see p. 203). — The part of the valley of the Glommen called the *Søler* extends from Kongsvinger to Elverum, above which the valley is called the *Østerdal*.

The railway turns to the S.E. and quits the Glommen. The Vingersø near Kongsvinger and the long lakes near Aabogen and elsewhere are basins of a now deserted channel of the Glommen, the old bed of which is followed by the railway (comp. R. 27).

9,8 M. *Aabogen*, 10, $\frac{1}{7}$  M. *Eidsskog*, 11, $\frac{1}{7}$  M. *Maynor*, all with extensive timber-yards. The train quits the district of *Vinger*, in which Kongsvinger lies, a little beyond Magnor, and crosses the Swedish frontier.

11, $\frac{1}{6}$  M. *Charlottenberg*, the first station in Sweden, and thence to Stockholm, see R. 27.

## 26. From Christiania to Strömstad (and Gothenburg) via Sarpsborg, Frederiksstad, and Frederikshald.

**STEAMBOATS.** One every morning to *Frederiksstad* and *Frederikshald* in 7-9 hrs.; also four weekly to *Frederiksstad* in 6-7 hrs.; two weekly to *Gothenburg* in 13 $\frac{1}{2}$  hrs., touching at Drøbak and Horten only, and two weekly in 15 hrs., touching at several intervening stations, including *Strömstad*; also two weekly from *Frederikshald* to *Strömstad* (where the night is spent) and *Gothenburg*, the voyage to *Strömstad* occupying about

2 hrs., and thence to Gothenburg 10-12 hrs. — On all these routes the steamboat's course is chiefly *indenskær*, or within the island-belt. The slower steamers to Gothenburg are exposed for about one hour only to the open sea, but the quicker considerably more.

RAILWAY from Christiania to *Sarpsborg*, *Frederiksstad*, and *Frederikshald* (see below), far less interesting than the steamboat-trip down the beautiful fjord. — The pleasantest route from Christiania to Gothenburg is by steamboat to *Frederiksstad*, by another steamboat or by train thence to *Sarpsborg* and the \**Fall of the Glommen*, by train to *Frederikshald*, thence by steamboat (or by small boat and high road) to *Strömstad*, and lastly by steamer to Gothenburg.

The \**FJORD OF CHRISTIANIA* down to *Moss* is described in R. S. Below *Moss* the fjord gradually widens, and the scenery becomes less interesting. At the mouth of the fjord the smaller coasting steamers steer to the E. into the picturesque fjord of —

**Frederiksstad** (*Olsen's Hotel*; *Torbjørnson's*; *Børresen's*, in the *Forstad* on the W. bank of the *Glommen*), a town with 9705 inhab., and a place of considerable importance owing to its situation at the mouth of the *Glommen*, Norway's largest river (50 M. long), on which the timber of the *Østerdal*, the most richly wooded district in Norway, is floated down to the sea. All the timber was originally exported hence in logs or planks, but much of it is now manufactured on the spot into doors, window-frames, etc., which are largely exported to Germany, Holland, and France. The river here is broad and deep. It is crossed by a steam-ferry, and a small steamer also runs several times daily to *Sarpsborg* in  $\frac{3}{4}$ -1 hour. The busiest part of the town is the so-called *Forstad*, on the W. bank of the river. On the *Tosøkil* (*Kil*, 'bay'),  $\frac{3}{4}$  M. from *Frederiksstad*, lies *Hundebunden*, a pleasant sea-bathing place.

FROM FREDERIKSSTAD TO THE SARPSFOS. This short excursion should not be omitted. We proceed by steamboat (see above) or by railway (1 trains daily) to *Sarpsborg*, about 1 M. distant, a town with 3300 inhab. from which we walk in 20 min. to the \**Sarpsfos*, or *Fall of the Glommen* at *Hafslund*. The river here pours its vast volume of water, rivalling, if not surpassing, that of the Rhine at Schaffhausen, over a ledge of rock 140 ft. in width to a depth of 74 ft., while the water above and below the fall is 25-30 ft. deep. The scene is very imposing, particularly in May and June, when the river is in flood. As usual, a number of saw-mills and manufactories have been established on the brink of the thundering waters. The fall is crossed by a \**Suspension Bridge*, constructed in 1851, borne by two massive piers, over which the railway also now runs. It is interesting to watch the timber shooting over the fall. On the E. bank, at *Hafslund*, there is a channel for the descent of the sawn wood. The salmon-stairs, recently put up, should also be noticed. — In the winter of 1702 a portion of the right bank, 2000 ft. long and 1200 ft. broad, on which lay the *Borggaard*, a large farm-house, having been gradually undermined by the action of the water, was precipitated into the waterfall, a catastrophe which caused the death of fourteen persons and about 200 cattle.

The traveller may now proceed either by railway (see below), or by steamboat (in 2 hrs.), to *Frederikshald*. The steamer passes the *Hvaløer* on the right and the *Singeløer* on the left, and enters the *Svinessund*, a long, narrow fjord, on a bay of which lies —

**Frederikshald** (*Schultz's Hotel*, German landlord, high charges; *Bothner's*, with 995j inhab., an important commercial place, and

one of the centres of the timber traffic of the E. districts of Norway and Sweden. Down to 1665 the town was simply called *Hal-den* ('the hold', 'stronghold'), a name which was changed to *Frederikshald* by Frederick III. in that year. The same king erected the fortress of \**Frederiksten*, which rises to the S.E., 365 ft. above the fjord, connected with which are the forts of *Overbjerg*, *Stora taarnet*, and *Gyldenløve*. Ascent by a winding path from the town, or by a carriage-road from the Tistedal, on the other side. Beautiful view. The town owes its name and its fortress to the bravery with which the inhabitants repelled the attacks of the Swedes in 1658, 1659, and 1660. The Swedes under Charles XII. again attacked the town in 1716, but were again unsuccessful, chiefly owing to the gallantry of the brothers *Colbjørnsen*, to whom a monument has been erected in the market-place. In 1718 Charles XII. besieged Frederikshald a second time, but was shot in the trenches at the back of the fortress of *Frederiksten* on 11th Dec. of that year, whereupon the siege was raised by his army. A monument erected by the Swedish army in 1860 marks the spot where the warlike monarch fell. — The town presents a modern appearance, having been rebuilt since its almost total destruction by fire in 1826. The wealthy merchants of the place possess several handsome villas on the banks of the fjord, the finest of which is that of \**Rød*, to the S.W., with pleasant grounds.

A charming excursion may be taken from Frederikshald to the \**Tistedal*, a valley containing a succession of picturesque waterfalls. About  $\frac{1}{2}$  M. distant is *Vein*, a country-house which commands a fine view of the Tistedal, with its mills and manufactures. The traveller may drive back thence to Frederikshald via the *Frederiksten*.

The road through the Tistedal leads to ( $\frac{3}{4}$  M.) *Strand* in Sweden, on the *Stora Lee-Sjö* (p. 270), whence a steamboat plies to the N. to *Töksfors* and to the S. through the *Dalslands-Canal* to *Venersborg* on Lake *Venern* (p. 281). By this route it takes  $2\frac{1}{2}$  days to reach Gothenburg, but the scenery is much more interesting than on the coast route.

**RAILWAY FROM CHRISTIANIA TO FREDERIKSHALD** (*Smaalenens-Bane*; 12,000 M.), opened on 1st Jan. 1879. Three trains daily each way, in  $4\frac{1}{2}$ - $5\frac{1}{2}$  hrs. (fares 7 kr. 50, 4 kr. 45 ø.; no first class). The railway route (views to the right) is far less attractive than the trip down the Christiania Fjord by steamboat, but will be found convenient by travellers intending to visit the Sarpsfos and to proceed from Frederikshald to Gothenburg by steamboat, or to Venersborg by the Dalslands-Canal. The most interesting points on the route are the first part of it, skirting the beautiful *Bundesfjord*, and affording a fine retrospective view of Christiania; then Moss, Frederiksstad, and the Sarpsfos near Sarpsborg. Travellers in the reverse direction are recommended to leave the railway at Moss and take one of the local steamers thence to Christiania, the approach to which by water is particularly fine.

Starting from the principal railway-station in the *Jernbane-Torv*, on the E. side of the town, the train crosses the *Akerselv*, describes a long curve past the ancient suburb of *Oslo* (left), crosses the small *Loelv*, and

skirts the *Bjørvik*, a bay of the fjord. Fine view of the town with the *Vardekollen* rising in the background to the W. — Near (0,32 M.) *Bakkelaget* we pass the pretty islands *Ormø* and *Malmø*, with their numerous country-houses. On the left rises the *Egeberg*, and to the right is the *Næsodde*, a large peninsula separating the Christiania Fjord from the Bunnefjord. Stations (0,67 M.) *Lian*, with a long viaduct, beyond which the train gradually leaves the fjord, and (1,61 M.) *Oppegaard*. From (2,16 M.) *Ski* another railway, called '*Indre Smaalenensbane*', now in course of construction, will run to Frederikshald through the interior of the district of Smaalenene. Stations (2,81 M.) *Aas*, (3,49 M.) *Vestby*, and (4,22 M.) *Soner*, near which last are the small timber-trading towns of *Hølen*, on the river of that name, and *Soom* (p. 68), on the Christiania Fjord, a steamboat-station. The train now descends to the fjord and skirts the bank of the picturesque *Mossesund*, the strait between Moss and the *Gæs*.

(5,31 M.) **Moss**, where steamboats to and from Christiania touch daily, see p. 68. The station is on the S. side of the town, near the sea-baths. The train next skirts the *Verlebugt* and traverses a flat district of Smaalenene, stopping at (5,76 M.) *Dilling*, (6,16 M.) *Rygge*, and (6,81 M.) *Raade*. It next passes the E. side of the *Skinderflø* lake and skirts the *Kjølbergelv*. Beyond (7,63 M.) *Onse* it passes through a tunnel, and soon stops at —

(8,31 M.) **Frederikshald** (p. 260). The station is by the ferry crossing to the ancient fortified part of the town, on the E. side. The train now turns suddenly to the N.E., following the W. bank of the Glommen, and stops at (9,10 M.) *Greaker* and (9,41 M.) *Alvrim*. The next station is (9,66 M.) **Sarpsborg** (p. 260), a little beyond which the train crosses the Glommen by a boldly constructed bridge, resting on the piers of the old suspension-bridge, immediately below which is the imposing \**Fall of the Glommen* (p. 260), of which we obtain a view to the right. The scenery is otherwise uninteresting. Stations (10,50 M.) *Skjeberg* and (11,56 M.) *Berg*, beyond which the train passes through several short tunnels and reaches the fjord of —

12,06 M. **Frederikshald** (see above).

Travellers bound for Sweden may either proceed by steamer from Frederikshald to Strömstad and Gothenburg (10-14 hrs. in all), or they may prefer the inland route, above mentioned, via Strand, the Dalslands Canal, Lake Venern, and Venersborg, whence Gothenburg is reached by railway in 6 hrs. (Railway from Frederikshald to Venersborg projected.) — If the steamer to Strömstad does not suit, the traveller may row down the Svinesund, passing the mouth of the long and narrow *Iddefjord* on the left, to a point on the Swedish side, about  $1\frac{1}{2}$  sea-miles distant, opposite to *Vestergaard*, a station on the Norwegian side, whence a good road via Hogdal leads to (2 $\frac{1}{2}$  Sw.M.) Strömstad.

The steamboat from Frederikshald to Strömstad descends the Svinesund and passes between the mainland on the left and the *Hvalær* on the right. This 'Sund' and its S.E. arm, called the *Iddefjord*, form the boundary between Norway and Sweden.

*Strömstad*, and thence to *Gothenburg*, see R. 28.

## SWEDEN.

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### 27. From Charlottenberg to Stockholm.

40,<sub>4</sub> Sw. M. RAILWAY in 14-18 hrs.; fares 30 kr. 40, 22 kr. 35, 14 kr. 20 ö.; express 36 kr. 50, 26 kr. 40 ö. (From Christiania to Charlottenberg, 12,<sub>6</sub> Norw. M., see R. 25.)

At Charlottenberg (*\*Rail. Restaurant*), the first Swedish station, passengers to or from Stockholm change carriages. Travellers' luggage entering Sweden undergoes a slight custom-house examination here, while that of travellers in the reverse direction is examined at Christiania. It will strike the traveller as somewhat absurd that these two little kingdoms, united under one sovereign, should have different tariffs of customs-dues.

The railway from Charlottenberg to Laxå (*Norra Stambanan*) traverses the *Vermland*, a province where lakes and forests abound, and rich in iron and other ores. This once sequestered region has recently been opened up by a network of new railways and canals. One of the most important railways is the *Bergslagernas-Bana* from Kil to Dalarne, traversing a region remarkable for its mineral wealth (*Bergslager*, 'mines'). Towards the S. of Kil this line is to be carried along the W. bank of Lake Venern to Åmål, *Sunnanå* (branch-line to Frederikshald, see p. 271), and *Venersborg*, crossing the S. end of the *Seffle* and *Dalslands Canal*. Another important channel of communication with Uddevalla, Gothenburg, and the North Sea is afforded by *Lake Venern*, an immense sheet of water (p. 282), from which hundreds of smaller lakes, united by means of canals, radiate in every direction, and which is itself connected with the sea by the *Götaelv* and the *Trollhätta Canal*. The Vermland is famous as the birth-place of *Tegnér* and *Geijer*, and its praises have been sung by *Fryxell* in his beautiful *Vermlandsvisa*. The railway-traveller will see but little of the attractions of this district. An excursion is therefore recommended from Kil and Fryksta (p. 264) to the *Fryken Lakes*. From the head of the Mellan-Fryken a road leads to *Edebäck* (p. 265), whence a branch-railway runs to *Filipstad*, rejoining the main line at *Kristinehamn*.

Leaving Charlottenberg, the train passes the *By-Sjö* on the right, and next stops at (1,<sub>3</sub> M.) Åmot on the *Flagan-Sjö*, where an extensive view is obtained. Pretty scenery. 2,<sub>3</sub> M. *Ottebol*.

3,<sub>2</sub> M. **Arvika** (*Hotel Kristiania; Stadshuset*), with 1300 inhab., is beautifully situated on the *Glafsfjord*, here called the *Elgåfjord*, which is connected with Lake Venern by means of the *Seffle*

*Canal.* (Steamer to Seffle and Åmål six times, to Venersborg and Gothenburg once weekly.) This long stretch of water is interesting from the fact that it marks the ancient bed of the Glommen, which once fell into Lake Venern, but now turns to the W. at Kongsvinger (comp. p. 259). During the melting of the snow, part of the water of the Glommen still finds its way into its old channel. In the vicinity is the *Arvika Helsobrunn* ('sanitary spring'). Several iron-works, glass-works, and other manufactories. On the E. bank of the fjord are the pleasant estates of *Vik*, *Skönvik*, and *Sund*.

Passing through several cuttings and a tunnel, the train next stops at (4,6 M.) *Edane*, beyond which it crosses the picturesque *Vermelen-Sjö* (180 ft.) by a viaduct, 700 yds. long, and 105 ft. above the water at the highest point, and passes through another tunnel. 5,2 M. *Brunnberg*, 6,2 M. *Boda*, 7,2 M. *Fagerås*. Scenery less attractive. The train crosses the *Norself*, the discharge of the Fryken Lakes, by means of an iron \**Bridge*, 585 ft. long and 63 ft. in height, resting on iron pillars and massive granite foundations, the construction of which was attended with great difficulty owing to the soft character of the alluvial soil. About  $\frac{1}{2}$  M. to the S. is the *Edsvalla Bruk*, from which a steamboat plies to Lake Venern. A little beyond this bridge the train reaches —

7,8 M. *Kil* (352 ft.), the junction for *Falun* (p. 344; one through-train daily; fare 18 kr. 40 or 9 kr. 20 ö.), of the projected new line to Venersborg (p. 263), and of a short branch-line to *Fryksta* or *Frykstad* (9 min.), on the *Nedre Fryken Lake* (215 ft.).

From *Fryksta* a pleasant excursion may be taken to the three *Fryken Lakes* (*Nedre*, *Mellan*, and *Öfre Fryken*). A steamboat leaves *Fryksta* three times a week (at present Tues., Thurs., Sat. at 10 a.m.), in connection with the train from *Kil*, for *Thorsby*, at the N. end of the highest of the lakes, which it reaches in 6 hrs., returning next day (at 8 a.m.) in 5 hrs. — The *Fryksdal*, a valley 8 M. in length, is one of the most beautiful in Sweden, but the long steamboat-journey to *Thorsby* and back is rather fatiguing. It is preferable to land at \**Rottneros Bruk* (the 'gem of Vermland'), between the central and the upper lake, visit the *Fall of the Rottneälvd*, and proceed to *Sonne* (Hotel), another pretty place, where *Anders Fryxell*, a distinguished poet and author of tales from Swedish history, was once pastor. — In the vicinity are several large iron-works, some of which belong to the *Edsvalla Bruks Bolag* ('factory company'). — The scenery of *Öfre* or *Norra Fryken* is grander than that of the lower lakes. From *Thorsby Bruk* and *Fryksändekyrka* an excursion of two or three days may be taken to *Finskog*, a wild forest-region, where the poor cottages of the peasantry afford the only quarters for the night.

9,5 M. **Karlstad** (\**Stadshotellet*; *Hotel Kristiania*; restaurant and music at the *Trädgårdsforening*; *Åttkanten*, a favourite resort to the S.E. of the town; post and telegraph-office at the town-hall, in the *Stora Torg*), the capital of Vermland, with 6500 inhab., entirely rebuilt after a fire in July 1865, is picturesquely situated on the *Tingvallaö*, at the influx into Lake Venern of the *Klarelf*, which descends from the Norwegian mountains (p. 202). This is a commercial place of considerable importance. The broad streets are flanked with handsome houses, and some of them are planted with

trees. Among the chief buildings are the *Gymnasium*, the *Fri-murarloge*, and the *Stadshotel*. Pleasant promenades in the environs. Steamboat to Lidköping twice weekly, to Venersborg once weekly; a diligence also runs to Venersborg once weekly.

From Karlstad or from Kil a visit may be paid to the *Valley of the Klarelf*. The train may be taken to *Deje*, a station on the Falun Railway (*Bergslagernas-Bana*),  $2\frac{1}{2}$  M. above Kil, whence we proceed to *Ransäter* (the birthplace of *Geijer*), and *Uddeholm*, where the *Elfdal* strictly so called begins. Beyond it the valley ascends into the most sequestered districts of *Värmland* and to the grand mountain-chain which separates Sweden from Norway. The last region in Sweden is the *Finskog* ('forest of the Finns'), inhabited by Finns who were established here in the reign of Charles IX., and who still differ from the Swedes in customs and physique. — Beyond the frontier the scenery becomes even wilder and more desolate, especially in the neighbourhood of the *Färmund-Sjö* (p. 202), the source of the Klarelf, which is at first called the *Färmundsälven* and afterwards the *Trysil*. Instead, however, of proceeding so far N., the traveller may quit the valley before reaching *Södra Finskoga*, and follow the road leading from *Grannby* in Sweden to *Keiserud* (p. 259) in the valley of the *Glammen*; or he may ascend the valley to the *Norra Finskoga*, cross the Norwegian frontier, and take the road from *Mo* to *Axel-hus* on the *Osen-Sjö* and *Elverum* (p. 204).

The train now skirts the N. bank of the vast *Lake Venern* (p. 282), of which however little is seen, and passes over six long bridges and a number of embankments, the construction of which was very costly.  $10\frac{5}{6}$  M. *Skattkärr*,  $11\frac{7}{6}$  M. *Väse*,  $12\frac{5}{6}$  M. *Ölme*.

$13\frac{3}{6}$  M. **Kristinehamn** (*Jernvägs-Hotel*; *Societetshus*; *Gäst-gifvaregård*), a small trading town, with 4000 inhab., lies on the *Varnumsvik*, a bay of Lake Venern. A famous fair, called the *Fastnings-Marknad*, takes place here annually in April. Steamboat twice weekly to Venersborg and Gothenburg.

FROM KRISTINEHAMN TO FILIPSTAD (5,8 M.) by railway in  $2\frac{1}{2}$ - $3\frac{1}{2}$  hrs. (fares 4 kr. 70, 2 kr. 35 ö.). Or by train to (1,6 M.) *Nässundet* only, and thence by steamer on the *Öievettorn*, *Stora Lungen*, *Aspen*, and *Daglösen* lakes to Filipstad, a very pleasant trip. **Filipstad** (*Stadshotel*; *Gästgifvaregård*) is prettily situated at the N. end of *Daglösen*. Finest view from the neighbouring *Hastaberg*. Numerous iron-mines in every direction. — Railway from Filipstad via (2,7 M.) *Möckernshyttan*, not far from which is *Rämnen*, where Tegnér spent a great part of his early life, to (6,1 M.) *Uddeholm* on the *Klarelf*, with extensive iron-works, and (6,7 M.) *Ede-bæk*. — From Filipstad the traveller may return via *Daglösen* to the main line at (6,5 M.) *Kil* (see above).

Beyond (14,4 M.) *Björneborg* the structure of the railway itself is an object of interest.  $15\frac{4}{6}$  M. *Karlskoga*, whence a branch-line runs to the N. to *Nora* (and thence to *Dylta*) and another to the S. to *Gulspång* on Lake Venern.  $15\frac{7}{6}$  M. *Degerfors*, from which another branch-line runs to the N. to *Vikersvik* and *Striberg*. Between these lines to the N. of Degerfors lies *Lake Möckeln*.  $16\frac{9}{6}$  M. *Svarå*,  $17\frac{9}{6}$  M. *Hasselborg*.

$18\frac{9}{6}$  M. **Laxå** (*Rail. Restaurant*), where the trains usually stop for 10 min. or more. About  $\frac{1}{2}$  M. to the N. is *Porla*, a small watering-place. At Laxå we reach the *Vestra Stambana*, the railway between Stockholm and Gothenburg (p. 278), which traverses some of the most important districts in S. Sweden and connects

the Baltic with the N. Sea, following nearly the same direction as the steamboat-route through the Göta Canal and lakes Vettern and Venern. The scenery on the railway-route is generally pleasing, but nowhere striking. — 20,<sub>3</sub> M. *Vretstorp*.

21,<sub>7</sub> M. **Hallsberg** (\**Rail. Restaurant; Jernvägs-Hotel; Gäst-gifvaregård*) is an important station, being the junction for Örebro to the N. (p. 291) and Motala to the S.; stoppage of 10-20 minutes. Travellers from Stockholm may combine the railway-journey with the lake-route (R. 29, b) to Gothenburg by taking the train from Hallsberg to (2 $\frac{3}{4}$ -3 $\frac{1}{2}$  hrs.) Motala, and there joining the steamboat (in 1879, Sund., Wed., Frid., 7.30 p.m.). — Beyond Hallsberg the train commands a fine view of the plain of *Nerike*, with the *Kilsberg* rising to the N. — 23 M. *Pålsboda*, whence a narrow-gauge line runs to (5,<sub>4</sub> M. in 3 $\frac{1}{2}$  hrs.) *Finspong*, from which a steamer runs on Lake *Glan* to *Eksund*, near Norrköping (p. 366). 24,<sub>1</sub> M. *Kilsmo* lies picturesquely on *Lake Sottern*, in the Örebro-Län. 25,<sub>1</sub> M. *Högsjö*. 25,<sub>9</sub> M. *Vingåker*, a pretty place, is the central point of the district of that name, the inhabitants of which are a handsome race, remarkable for their picturesque costumes (now rapidly disappearing) and their love of travel. (See '*Svenska Folket, Taflor af J. W. Walander*.'.) Farther on, the train passes *Säfsthäolm* (the château of which contains good paintings by Swedish masters, a sculpture of Adonis and Cupid by *Byström*, a Mercury by *Fogelberg*, etc.), *Viren*, the *Kolsnar* (*nar*, 'lake'), and the *Näsnar*, with the château of *Sjöholm*.

27,<sub>8</sub> M. **Katrineholm** (*Rail. Restaurant*) is the junction for Norrköping, Mjölby, Nässjö, and Malmö (R. 42). In the vicinity are the estates of *Stora Djulö* and *Claestorp*, with marble-polishing works, of the products of which there is an exhibition at Katrineholm. The train now traverses the picturesque district of *Södermanland*, with its extensive forests and numerous lakes (which last have given rise to the saying that 'in Södermanland the Creator omitted to separate the land from the water'), and passes a number of large châteaux belonging to the Swedish aristocracy. 28,<sub>8</sub> M. *Valla*; 30 M. *Flen*, with the château of *Stenhammar* on the *Valdemar* (or *Vammeln Lake*).

FROM FLEN TO ESKILSTUNA railway in 1 $\frac{3}{4}$  hr. (fares 3 kr. 5, 1 kr. 50 ö), and thence to *Thorshälla* in  $\frac{1}{4}$  hr., or *Kungsör* and *Valskog* in 1 $\frac{1}{4}$ -1 $\frac{1}{2}$  hr. more (comp. Excursions from Stockholm, R. 32). — To the S. of Flen another branch-line runs in 2-2 $\frac{1}{2}$  hrs. (fares 3 kr. 65, 1 kr. 85 ö.), to *Nyköping* (*Assemblée-Källare*; *Rådhus-Källare*), a town with 3400 inhab., on a bay of the Baltic.

31,<sub>4</sub> M. *Sparreholm*, with the estate of that name, a favourite Sunday resort of the Stockholmers. 32,<sub>5</sub> M. *Stjernhof*, 33,<sub>4</sub> M. *Björnlunda*, 34,<sub>3</sub> M. *Gnesta*, beyond which we pass the picturesque *Frosjö* or *Lake Frustuna* and *Lake Sillen*.

From Gnesta an interesting excursion may be taken to the S.E. to the château of *Tullgarn*, near Aby, and to *Trösa* (*Stadkällare*), a small town on the Baltic, from which a steamboat plies to Södertelje and Stockholm.

34,9 M. *Mölnbo*, 35,9 M. *Jerna*.

37 M. **Södertelje**, from which a short branch-line runs to (0,1 M.) *Nedre Södertelje*, is the first station on the canal-route from Stockholm to Gothenburg (p. 287). The train crosses the Södertelje Canal by a handsome drawbridge or swing-bridge (*svängbro*). The scenery here is pleasing, but soon loses its interest. 38,2 M. *Tumba*, with the large paper-manufactory of the Bank of Sweden. 39,1 M. *Huddinge*, beyond which is the *Nyboda Tunnel* (300 yds.); 40 M. *Liljeholmen*. The train crosses the *Årstagvik*, a bay of the Mälar, by means of an embankment (300 yds.), to the left of which is a bridge for the road, and beyond it the *Reimersholm* and *Löfholm*, while to the right is the sugar-manufactory of *Tanto*. We then pass the *Södra Station*, where few of the trains stop, beyond which a tunnel, 470 yds. long, leads under the Södermalm to the bank of the Mälar. The train then crosses a bay of the *Riddarfjärde*, passes the *Mälartorget* in *Staden*, skirts the E. side of the Riddarholm, crosses another arm of the Riddarfjärde by an iron bridge 268 yds. long, and finally stops at the Central Station at the S.W. angle of the Norrmalm quarter.

*Stockholm*, see p. 295.

## 28. From Frederikshald or from Strömstad to Gothenburg.

### i. By Steamboat.

STEAMBOATS from Frederikshald and Strömstad to Gothenburg (about 18 Sw. M. in all) several times weekly in 10-12 hrs. or more (comp. R. 26). The vessel's course is chiefly within the 'skärgård', or belt of islands flanking the coast.

This is the most direct route to Gothenburg, but is less interesting than the route from Frederikshald by the Dalslands Canal, which is recommended to travellers who desire a glimpse at the most interesting canal, the largest lake, and the finest waterfall in S. Sweden. Those, on the other hand, who intend to travel from Gothenburg to Stockholm by the Göta Canal will probably prefer now to proceed direct to Gothenburg.

The coast-scenery is uninteresting, especially to those who have seen that of Norway, but the climate here is said to be unusually healthy (the 'Madeira' of Sweden), and the sea-bathing places are much frequented in summer. The water is much salter and purer here than in the recesses of the long Norwegian fjords. At some of the watering-places there are also mud-baths (*gyttjabad*). The inhabitants are chiefly fishermen, descendants of the ancient vikings, who have left representations of their exploits in the '*Hällristningar*' which are still to be seen in the parish of *Tanum* near *Grebbestad*, at *Brastad* near *Lysekil*, and elsewhere. At many points on the coast there are still remains of ancient castles, tombs, stone chambers (*valar*), and monuments (*bautastenar*), so that this region

is justly regarded as one of the cradles of the early sagas of the North. The fishermen are not unfrequently prosperous and wealthy, especially those of *Smögen*. The cod, herring, lobster, and oyster fisheries are the most important. The thousands of islands through which the steamer threads its course are little more than bare rocks. *Oroust* and *Tjörn*, however, the largest of them, form exceptions, being fairly clothed with vegetation and a' places well cultivated.

3 M. **Strömstad** (*Gastgivaregård*, kept by Gegerfett, with restaurant; private apartments also procurable), a town with upwards of 2000 inhab., the first Swedish station at which the steam-boat touches, is a favourite watering-place, situated at the efflux of the *Strömså* from the *Strömsvatn*. The *badgyttja* ('bath-mud'), which possesses sanitary properties, is obtained from the *Boijarvik*, to the N. of the town, near the mineral spring *Lejonkällan*. In the environs are numerous caverns (*bergsgrottor*; the largest of which is *Österrödshålan*) and giant cauldrons (*jättegryttor*), which have been formed partly by the action of water and partly by that of ancient glaciers. Strömstad is a great dépôt of oysters and lobsters. The *Natural History Museum* is open to the public on Sundays, 12-1 o'clock.

Roads lead from Strömstad to the N. and N.E. to (2 $\frac{1}{4}$  M.) the *Svinesund* and to (2 $\frac{1}{2}$  M.) *Hälle* on the *Iddefjord*, on either of which bays Frederikshald may be reached by boat in 1 $\frac{1}{2}$ -2 hrs. — A pleasant excursion may also be taken to the S.E. via *Bratta* (755 ft.) and *Hofsäter* to the (4 M.) *Bullare Sjöar*, two long, narrow lakes, upwards of 4 M. in length, at the N. end of which lies *Bärby*, in Norway, from which a local steamer usually runs to Frederikshald. From *Hofsäter* the road leads to the S. to (1 $\frac{1}{4}$  M.) *Östad*, (2 $\frac{1}{2}$  M.) *Tanum*, and (2 M.) *Fjällbacka* (see below). This district is rich in sagas, and contains many *Hällristningar* (rudely engraved stones).

Beyond Strömstad the course of the steamer is chiefly *inom-skärs*. Near (3 $\frac{1}{4}$  M.) *Grebbestad* was fought the battle of *Greby*, where there are numerous tombstones. A road leads hence to (1 $\frac{1}{2}$  M.) *Tanum* and the *Bullare Lakes* (see above). The next station is (1 M.) *Fjällbacka*, with 800 inhab., the central point of the Swedish anchovy-trade. To the W. are the *Väderöar*. We now enter the *Sotefjord*, with its numerous sunken rocks (*blindskär*). On the peninsula of *Sotenäs* to the left are the fishing-villages and bathing-places, *Smögen*, *Grafverna*, and *Tangen*, beyond which is the *Malmö*, inhabited by the *Malmöpyttar* or *Malmöbarn*, a small and peculiar race, who are supposed to be a remnant of the aboriginal Finnish population of Sweden. About 4 M. from Fjällbacka we reach —

11 M. **Lysekil**, a favourite watering-place, lying on the S. extremity of the long peninsula of *Stångenäs*, to the E. of which is the *Bokenäs*. Between these peninsulas lies the *Gullmarsfjord*,

extending to the N.E. to ( $2\frac{1}{2}$  M.) *Saltkällan*,  $\frac{1}{8}$  M. beyond which lies *Qvistrum*, a prettily situated place. By road from Saltkällan to Uddevalla about  $2\frac{1}{4}$  M. — Steamers ply twice weekly between Lysekil and Saltkällan, and daily between Lysekil and Uddevalla, and there is usually one steamer weekly between Strömstad and Uddevalla.

**Uddevalla** (*Gastgifvaregård*; *Andersson*; *Bruhn*), a busy trading town, with 6000 inhab., prettily situated on the *Byfjord*, lies  $3\frac{1}{2}$  M. to the E. of Lysekil, and is not touched at by the direct steamers between Christiania or Frederikshald and Gothenburg. Pleasant walks in the environs. The *Skansberg* is the best point of view. The *Kapellbackar* (200 ft.), to the S., are famed for their fossils. In the vicinity is *Gustafsberg*, a pleasant watering-place. — Railway to *Venersborg* (p. 281) in  $1\frac{1}{4}$  hr. (two trains only). Steamboat from Uddevalla to Gothenburg ten times weekly (6-8 hrs.).

Beyond Lysekil the larger coasting steamers steer to the W. of the islands of *Skaftöland*, *Oroust*, and *Tjörn* ('outer course', *yttra vägen*). In Skaftöland are *Fiskebäckskil* and *Grundsund*, inhabited by fishermen and seafaring men. Between Lysekil and Marstrand are the large lighthouses *Måskärs Fyr* in Oroust, to the W. of Mollösund, and *Hamnskärs Fyr*, near the dangerous *Paternoster Skär* to the N. of Marstrand. Some of the steamers touch at *Gullholmen* in the Hermanö, *Mollösund* in Oroust, and the *Klüdesholm*, all fishing and sea-bathing places. The steamboats from Uddevalla to Gothenburg usually take the 'inner course' (*inra vägen*) through the *Swanesund* and between the mainland and the islands of Oroust and Tjörn. About  $4\frac{1}{4}$  M. from Lysekil, and 5 M. from Uddevalla, we next reach —

15 M. **Marstrand** (*Stadshotellet*), a town with 1400 inhab., on the E. side of a small island, visited by about 2000 sea-bathers annually. The handsome church of St. Mary dates from 1460. In the middle of the island is *St. Erik's Grotto* with a spring once used in connection with heathen sacrificial rites. Opposite the town, to the W., rises the fortress of *Karlsten*, the 'Gibraltar of the North'. To the N. is the *Koö*, with a small bathing-place. — About  $2\frac{1}{4}$  M. farther S. the steamboat reaches the mouth of the *Göta-Elf*, which it now ascends to —

18 M. **Gothenburg** (p. 271).

## ii. From Frederikshald to Gothenburg by the Dalslands Canal.

25 Sw. M. ROAD to *Strand*,  $2\frac{3}{4}$  M.; STEAMBOAT to *Venersborg*, 15 M., twice weekly (1879, Wed. and Sat., 2 p.m., passing the night at *Billingsfors*, and arriving next day at *Venersborg* at 2.30 p.m.; fares  $13\frac{1}{2}$ ,  $8\frac{1}{2}$ , 6 kr.); RAILWAY thence to *Gothenburg*,  $7\frac{3}{4}$  M., in  $3\frac{1}{2}$  hrs., or by STEAMBOAT through the *Trollhätta* Canal in 9 hrs.

This is the most interesting route from Frederikshald to Gothenburg, and is recommended to travellers who do not intend to travel from Gothenburg to Stockholm by the lake-route. At present the route occupies two

whole days, the night (of Wed. or Sat.) being spent at Billingsfors. (In the reverse direction the steamboat at present leaves Venersborg on Mond. and Frid. at 9 a.m., spends the night at *Bengtsfors*, and reaches Strand next day at 12.30 p.m.; so that passengers must leave Gothenburg by train on Sund. or Thurs. evening, and spend a night at Venersborg.)

The *Dalslands Canal*, constructed by *Baron Niels Ericsson* (brother of the 'caloric' engineer John Ericsson) in 1863-68, at a cost of  $1\frac{1}{2}$  million kr., traverses the most beautiful lakes of the province of Dalsland, a district bounded by Lake Venern on the E. and by Bohus-Län and Norway on the W. side. The canal had already been projected in 1766, but the plan remained in abeyance for a century. The lakes connected by the canal are *Stora Lee Sjön* (6 M. long), *Foxen*, *Lee Lången*, and *Silen*, and as each of them lies higher than the next, it was necessary to construct numerous locks to admit of the ascent and descent of vessels. The ascent from Lake Venern (144 ft. above the sea-level) to *Lake Åklängen* is 35 ft., thence to *Lake Laxen* 60 ft., and from Laxen to *Lake Leelången* 60 ft.; lastly from Leelången to the *Stora Lee* there is an ascent of 26 ft. — The scenery is pleasing the whole way, though hardly so interesting as that of the *Göta Canal*, and less imposing than that of the *Trollhätta*. The structure of the canal itself is an object of great interest, especially near *Häfverud*, where it is a triumph of engineering skill.

From Frederikshald to ( $2\frac{3}{4}$  M.) *Strand*, a drive of  $3\frac{1}{2}$ -4 hrs., partly through the picturesque Tistedal. At *Strand* we reach the *Stora Lee* (331 ft.), a narrow lake 6 M. in length. (Steamboat to *Vestra Ed*, at the S. end of the lake, at present Tues., 1 p.m.) From *Strand* the steamboat steers to the N. to *Foxen*, as the N. end of the *Stora Lee* is called, and then to the S. to *Trankils-Kyrka* and *Lennartsfors*, a waterfall which it passes by means of three locks. It now enters *Lee Lången* (305 ft.), a lake 4 M. long. Near *Gustafsfor*, a station on the E. bank halfway down the lake, another canal diverges to the *Vestra* and *Östra Silen* lakes, to which a steamboat usually plies weekly. At the S.E. end of *Lee Lången* we pass through the two locks of —

*Bengtsfors* (*Gästgivaregården*), where the steamers in the opposite direction spend the night. The steamer now descends what may be termed a staircase of five locks to ( $\frac{3}{4}$  M., while the traveller may walk) —

*Billingsfors* (*Gästgivaregården*), where the steamer spends the night ( $7\frac{1}{4}$  hrs. from *Strand*). If all the berths are engaged, passengers are provided with quarters for the night on shore without additional payment. *Billingsfors* is prettily situated, and the neighbouring *Kasberg* commands a fine view.

We now enter the *Lax-Sjö* (245 ft.), on the E. bank of which lies \**Baldersnäs*, a charming country-house belonging to Hr. Wärn, a merchant of Gothenburg, with pleasant grounds, hothouses, etc. (curious grottoes in the limestone-rock). — Six more locks next

descend to *Råvarpen* (192 ft.), and another at *Katrineholm* to *Åklängen* (185 ft.), a narrow lake with wooded banks, at the S.E. end of which we reach —

\***Häfverud** (*Inn*), the most striking point on the Canal. Great engineering difficulties had to be overcome here by Ericsson's genius. As the loose nature of the soil on one bank and the rocks on the other rendered it practically impossible to construct a canal adjoining the river here, Ericsson conceived the bold plan of throwing an aqueduct (116 ft. long) over the waterfall itself, and in the execution of his plan he has been eminently successful. The scenery at this point is also pleasing. While the vessel descends the four locks, the passenger may land and ascend to a small *Temple* on the left (E.) bank, which affords a fine view.

Below Häfverud are the two *höljar* of *Öfre* and *Nedre Holn*. (*Hölja*, a calm reach between two waterfalls.) Two locks descend thence to the *Upperudhölja*, beyond which the steamer traverses the *Hjerteruds-Sund* and the *Svansfjord*. Lastly it descends through the largest of all the locks to *Köpmannabro* on Lake Venern (155 ft.), and steers along the W. bank of Lake Venern (about  $3\frac{1}{2}$  hrs. more) to —

*Venersborg* ( $9\frac{1}{2}$  hrs. from Billingsfors). Thence to Gothenburg, see R. 29, ii.

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The RAILWAY (completed in 1879) from Frederikshald to *Sunnanå* on Lake Venern (p. 263), from which the steamboat may be taken to Venersborg, forms another route to Gothenburg. About halfway it passes *Vestra Ed*, at the S. end of the Stora Lee. The projected line from Sunnanå to Venersborg, now in course of construction, will complete the railway communication between Christiania, Frederikshald, and Gothenburg; but the direct steamboat-voyage will still be as expeditious, as well as pleasanter in fine weather, while the Dalslands Canal route from Frederiks-hald onwards will always be the most interesting.

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**Gothenburg.** — **Hotels.** \***HAGLUND'S** and **GÜTA KÄLLARE**, both in the Södra Hamngatan, near the Stockholm railway-station; **KRISTIANIA**, Drottningtorget 4; **ROYAL**, Östra Langatan 8; \***HÔTEL GARNI**, Skeppsbron 1; **NEPTUN**, Magasinet 1, etc. — None of these hotels are of the highest class, but several afford very fair quarters; and the charges are generally moderate.

**Restaurants.** **Börsen**, Östra Hamngatan, Gustaf-Adolfs-Torg; \***Göta-Källare**; **Sibergsliden**, with view of the harbour. — **Cafés (Schweizerier):** **Börsen**; at the **"Trädgårds-Forening."**

The Gothenburg LICENSING SYSTEM, which has given rise to so much controversy, has been in operation here for many years and is said to have worked well. It is at least certain that drunkenness has diminished greatly of late years. The system was also introduced at Stockholm in October, 1877, and the results are said to have been beneficial. The leading features of the system of licensing, or rather of *non-licensing*, are that a company is empowered to buy up all licenses and existing rights, and to open a limited number of shops for the sale of pure and unadulterated spirits, the salaried managers of which have no interest whatever in the sale of the spirits. The company, which is under the supervision of the municipality, after deducting interest at the rate of 5 per cent on the capital expended, hands over the whole of the surplus profits to the

civic authorities, thus affording very substantial relief to the rate-payers, and to some extent throwing the burden of maintaining the poor upon those who impoverish themselves by their own improvidence and intemperance.

**Post-Office**, Packhus-Torg. **Telegraph-Office**, in the Museum, Norra Hamngatan.

**Money Changers.** Söderström, Skeppsbron 1; Odell, Franska-Tomten, by the Skeppsbro; Schröder, Norra Hamngatan.

**Cabs (Droskor).** Per drive within the town, 1-2 pers. 75 ö., 3-4 pers. 1 kr.; longer drive 1 $\frac{1}{4}$ -3 $\frac{3}{4}$  kr. — For one hour 1-2 pers. 1 $\frac{1}{2}$  kr., 3-4 pers. 2 kr.; each additional 1/2 hr. 60 or 75 ö.

**Steamboats.** To *Christiania* (comp. RR. 26, 28) four times weekly in 13 $\frac{1}{2}$ -16 hrs. (fares 18, 12 kr.); to *Strömstad* and *Frederikshald* (see above) almost daily; to *Uddevalla* ten times weekly; to *Frederikshavn* four times weekly (in 4 hrs.; fares 8, 6, 4 kr.); to *Copenhagen* daily (11-24 hrs.), some of the steamers going direct, others touching at intermediate ports (cabin 15-18, steerage 12-16 kr.); to *Stockholm* through the Trollhätta and Göta Canals and Lakes Venern and Vettern three times weekly (at present Tues., Thurs., Sat., 11 p.m.), in 2 $\frac{1}{2}$  days (fares 25, 17, 12 kr.); also a coasting steamer from Gothenburg to Stockholm twice weekly in 3 $\frac{1}{2}$ -4 days; to *London* on Thursdays (from London on Fridays); to *Hull* on Fridays (from Hull on Saturdays); to *Leith* fortnightly; also to *Hamburg*, etc. — Small steam-launches (*ångslupar*) also ply frequently from Skeppsbron to *Klippan*, *Majorna*, *Nya Varvet*, *Nya Elfsborg*, *Långedrag* (sea-baths), *Bratten*, and *Stjernvik* (sea-baths).

**Sea Baths** at *Långedrag* and *Stjernvik*. River Baths by the *Hisingbro*. Warm Baths in the *Stora Badhus* and in the *Brunnspark*.

**Favourite Resorts.** \**Trädgårdsforenings-Park* (music 7-10.30 p.m.); *Lorensberg*, with a bust of Wadman, the poet, by Molin.

**English Church** in the Rosenlundsgata (reached by the Ekelundsgata from the W. end of the S. Hamngata).

**Gothenburg**, Swed. *Göteborg* (57° 42' N. lat.), a busy and prosperous commercial city, with about 70,000 inhab., lies on the *Götaelf*, about  $\frac{3}{4}$  M. (5 Engl. M.) from its mouth, and possesses an excellent harbour, which is rarely closed by ice. The wide plain surrounding the town, though diversified with a few barren gneiss hills, is unattractive. The town itself presents a remarkably handsome and pleasing appearance, for which it is largely indebted to the enterprise and public spirit of the wealthier inhabitants. The suburbs of *Gullbergs Vass* and *Stampen* to the E., *Huga*, *Albostaden*, and *Annedal* to the W. and S.W., and *Masthugget*, *Majorna*, and *Nya Varvet* to the W. now form part of the town. Gothenburg is quite a modern place, having been founded in 1621, and it is to the Dutch settlers of that period (including the wealthy *Abraham Cabeliou*) that it owes the peculiar form of its streets and canals. The first great impulse was given to its commerce by the great continental blockade, during which it formed the chief dépôt of the English trade with the north of Europe. The principal foreign merchants now resident here are Scotch and German.

The business-centre of the town, about equidistant (8 min.) from the railway-station and the principal steamboat-quay, is the **GUSTAF-ADOLFS-TORG**, on the N. side of which rises the \***Börs**, or *Exchange*, the finest edifice in Gothenburg, erected in the Renaissance style in 1849, and embellished with twelve cast-iron

columns in front. To the W. of it is the **Rådhus**, or *Town Hall*, designed by Nic. Tessin, and built in 1670, but afterwards considerably altered. Behind it rises the German Christina-Kyrka. The centre of the Torg is embellished with a *Statue of Gustavus Adolphus*, the founder of Gothenburg, designed by Fogelberg. This was the second statue cast from the same model. The first was wrecked when on its way from Hamburg to Gothenburg, and was recovered by sailors of Heligoland, who claimed so exorbitant a sum for salvage that the Gothenburgers refused to pay it, and preferred ordering the statue to be executed anew. The original statue now adorns the Domsheide at Bremen.



At the S.E. angle of the Torg is the junction of the **STORA HAMN-KANAL** and the **Östra-Hamn-Kanal**, the two most important of the canals intersecting the town. The former is flanked with the handsome quays called the **Norra** and the **Södra Stora Hamngata**, at the N.W. end of which is the **Stora Bommens Hamn** with the **Skeppsbro**, the landing-place of the large steamboats.

In the Norra Stora Hamngata is **Göteborgs-Museum**, a meritorious collection of pictures, coins, zoological specimens, and industrial objects (admission on week-days 10-2.30 and 4-6, 25 ö.; on Sundays, 12-3 and 6-8, 10 ö.).

In the centre of the town, a little to the S. of the Södra Stora  
BAKDEKKER'S Norway and Sweden.

Hamngata, rises the **Domkyrka**, or *Cathedral*, consecrated in 1815.

The *Östra-Hamn-Kanal*, skirting the E. side of the Gustaf-Adolfs-Torg, leads to the N. to the *Lilla Bommenshamn*, the starting-point of the small local steamers. At the junction of this canal with the Stora-Hamn-Kanal, opposite the S.E. angle of the Gustaf-Adolfs-Torg, is the *Brunnspark*, where a number of fishing-boats from the *Bohuslänner Skär* (islands of the coast-district between Gothenburg and Strömstad) usually lie with their cargoes of 'Klipfisk' caught and dried on the W. coast of Norway.

To the E. of this point the Södra Stora Hamngata leads to the *Wallgraf* ('moat'), to the left of which is the Railway Station in the Drottningtorg. Beyond the Wallgraf lies the \**Garden of the Trädgårdsforening*, with its hothouses and exotic plants (restaurant; music in the evening; adm. 10 ö.).

In the environs are the numerous pleasant-looking villas of the wealthy merchants of Gothenburg. Among the handsomest are *Stora Underås*, *Vilhelmsberg*, and particularly *Öfverås*, all belonging to Mr. Dickson, who among other enterprises has organised several scientific expeditions to Spitzbergen (admission granted).

On the S. side of the Wallgraf extends the pleasant *Kungspark*, intersected by the *Nya Allee*, adjoining which is the *New Theatre*, completed in 1859. In front of the theatre is placed a replica of Molin's *Bältespännäre* (p. 319). — To the W. of this point, on the left side of the *Nya Allee*, rises the *Haga-Kyrka*, the church of the suburb of that name, designed by Edelvård, and erected in 1856, a great part of the cost having been defrayed by Mr. David Carnegie, a wealthy Scotch brewer.

Among other churches recently erected may be mentioned the **English Church**, in the Rosenlunds-Gata, at the S. end of the Kasernen-Torg; the Roman Catholic *St. Josephs-Kapelle*, in the Spanmålsgrata; the *Synagogue*, in the Stora Nygata; the *St. Johnniss Kyrka*, on a rocky eminence in Masthugget; and *Karl-Johans-Kyrka* in Majorna.

The interesting *New Cemetery* ('*Nya Begravningsplatsen*') contains a monument to Bengt Fogelberg by Molin, that of Sven Renström by Scholander, etc. The large trees were transplanted from the old cemetery in 1865 at great cost.

Gothenburg contains numerous cotton-mills, engine-works, breweries (such as Mr. Carnegie's porter-brewery in Majorna), and sugar and other manufactories. — The W. suburb of *Majorna*, which has been united with Gothenburg within the last ten years, possesses extensive shipbuilding yards.

The right bank of the Götaelf is formed by the large and fertile island of **HISINGEN**, which lies in the estuary of the river, and is connected with Gothenburg by a handsome iron *Bridge*,

constructed in 1874, with a large movable portion capable of being opened to admit of the passage of vessels. On this island is *Lindholm's Mekanisk Verkstad*, where many of the useful Swedish steam-launches are built.

*Lejonet* and *Kronan*, disused redoubts on the S. side of the town, are good points of view.

The \**Excursion to the Falls of Trollhätta* (p. 280), most conveniently made by train (3 hrs. each way), is recommended to those who have one day only at command.

#### TOWNS TO THE S. OF GOTHENBURG.

Steamboats ply almost daily from Gothenburg to the principal towns on the W. coast, but few travellers will extend their tour in this direction. The steamboat traverses the *skärgård* and crosses the *Aeskimsfjord*. The wooded *Sarö*, a pretty island, is much frequented by sea-bathers (steamer from Gothenburg daily). *Varberg* (Warbergs Hotel; *Gästgivaregården*) is another sea-bathing place; the picturesquely situated castle on the peninsula to the W. is now a house of correction. Passing *Morupstånges Fyr*, the steamer next stops at *Falkenberg* (*Gistgivaregård*; Hotel Kodrington), on the *Åtra*, with 1500 inhab., the chief dépôt of the 'Halmstadlax'. — Then *Halmstad* (*Hotel Mårtinsson*; *Svea*), with 6800 inhab., on the *Nissaå*, with considerable salmon-fisheries. (Railway to *Vernamo*, to be continued to *Nässjö*; p. 370.) The next steamboat-station is *Laholm* on the *Lagaå*. Then *Torekov*, at the S. base of the *Hallandsås*, a diluvial range of hills, 650 ft. in height, extending to the S.E. to *Skånen*, which is intersected by other chains of similar character. These hills consist chiefly of sand and loose stones, and are either the huge moraines of primeval glaciers, or ancient submarine deposits. Off Torekov lies *Hallands Väderö*, an island protecting the harbour, and so named to distinguish it from the *Väderöar* in the Bohuslän in the Sotefjord (p. 268). Lastly the *Kullaberg*, or *Kullen*, and *Helsingborg* (see R 43, iv).

### 29. From Gothenburg to Stockholm.

#### i. By Railway.

42 $\frac{1}{2}$  M. Two through-trains daily, a night-train in 12 hrs. 10 min., and a day-train in 14 hrs. 20 min. (fares 38 kr. 65, 27 kr. 95, 17 kr. 20 ö.). The very slow local and mixed trains (fares 32 kr. 20, 23 kr. 65, 15 kr. 5 ö.) take 15 $\frac{1}{2}$  hrs. to reach Hallsberg, and on the following day 13 $\frac{1}{2}$  hrs. more to reach Stockholm.

This important railway (the *Vestra Stambana*) intersects the whole of Sweden from S.W. to N.E., and connects the two most important cities in the kingdom. The scenery is pleasing nearly the whole way, but has no pretension to grandeur.

Leaving Gothenburg the train passes the suburb of Stampen

on the right, and on the left the Götaelf, Gullbergs Vass, and the old redoubt of Lejonet. It soon quits the broad valley of the Göta, and enters that of the Säfveå. Passing (0,8 M.) *Partilled*, the train stops at (1,4 M.) *Jonsered*, beautifully situated on the *Aspen-Sjö*. Near (1,9 M.) *Lerum* it crosses the river by a bridge of five arches, and ascends to (2,5 M.) *Floda*, at the W. end of the lake of that name. Farther on, the line traverses an embankment 914 yds. long, and is carried through the hill called *Krösekullen* by a cutting 1007 yds. long. Scenery still very pleasing. 3,2 M. *Norsesund*.

4,2 M. **Alingsås** (*Nya Hotellet*), with 2200 inhab. and several large manufactories, prettily situated near the influx of the Säfveå into *Lake Mjörn*, was founded in 1611 by inhabitants of the neighbouring town of *Lödöse*, which had been destroyed by the Danes. — The train crosses the Säfvå several times, quits that river near (5,5 M.) *Lagmansholm*, and traverses several extensive moors (*svältor*). 6,2 M. *Vårgårda*.

7,5 M. **Herrljunga**, a prettily situated place, is the junction of branch-lines to the N.W. to *Venersborg* and to the N.E. to *Lidköping*, and of another to the S. to *Borås*. Railway-travellers from Stockholm may diverge here to *Venersborg* in order to visit the Falls of *Trollhätta*.

FROM **HERRLJUNGA** TO **BORÅS** (3, M.), railway in 1 hr. 55 min. (fares 2 kr. 95, 1 kr. 60 ö.). At stat. *Ljung* begin the dreary moors known as *Srältor* ('famine lands'). Stations *Borgstena*, *Fristad*. — **Borås** (*Hotel Västergötland*; *Eklund's*; *Borås Hotel*), with 4000 inhab. and numerous cotton-mills, is a pleasant little town. Pretty walks in the environs.

FROM **HERRLJUNGA** TO **VENERSBORG** (6, M.) railway in 3 hrs. (fares 4 kr. 30, 2 kr. 45 ö). Between Herrljunga and (1 M.) *Vedum* is the *Hakebergsskog*, one of the extensive *Swälter* of W. *Götland* (see above). 2 M. *Vara*. The country is flat, but fertile. 2,5 M. *Håkantorp* (branch-line to *Lidköping*, p. 277; 2,6 M. in 1½ hr.). 3 M. *Ulfstorp*, 3,8 M. *Grästorp*. To the left rise the *Halleberg* and the *Hunneberg*, which the train approaches at (4,3 M.) *Sahlstad*. To the right is the *Dettern*, a bay of *Lake Venern*. The train passes between the two hills just named. 5,1 M. *Lilleskog* lies at the base of the precipitous *Halleberg* (485 ft.), on which there is an *ättestupa* (see p. 263). On the left rises the *Hunneberg* (500 ft.). On the plateau of the *Halleberg* is a long and narrow lake, and on that of the *Hunneberg* lie twenty-three small lakes, from which several picturesque waterfalls descend. The formation of these hills resembles that of the *Kinnekkulle*, but without the limestone. At *Infrudnäsön*, beyond (5,5 M.) *Rånum*, the train crosses a fall of the *Götaelf*, at its efflux from *Lake Venern*, by a bold iron bridge, and reaches (6,1 M.) **Venersborg** (see p. 281).

The railway crosses the *Trollhätta* and *Gothenburg* line at *Öxnered* and runs thence to (2,6 M.) *Uddevalla* (p. 269).

8,1 M. *Foglavik*; 9,4 M. *Sörby*. At *Marka Kyrka* the line reaches its highest point (740 ft. above the sea-level), and then passes through a deep cutting.

10,7 M. **Falköping** (*Jernvägshotel*, *Rantenshotel*, both at the station) is the junction for *Jönköping* and *Nässjö* (see below). Halt of 10-15 minutes. The town, with 2000 inhab., lies 1/8 M. from the station. Margaret of Denmark defeated King Albert of Sweden here in 1389, and in consequence of this victory the three

Scandinavian kingdoms were united by the Kalmar Union (p. 361). On the neighbouring *Mösseberg* ('cap hill'; 820 ft.) is a hydro-pathic establishment. This hill and the neighbouring *Ålleberg* resemble the *Kinnekulle* (see below) in formation. The upper part consists of trap-rock.

12 M. *Stenstorp* is the junction of a branch-line to the W. to Lidköping on Lake Venern, and of another to the E. to Hjo on Lake-Vetter.

FROM STENSTORP TO HJO (3,6 M.) railway in 2½ hrs. (2 kr. 15, 1 kr. 45 ö.; no first class). Stations: *Dala*, *Svensbro* (branch-line to *Ekedalen* and *Tidaholm*), *Vreten*, *Fridened*, *Korsberga*, *Mofalla*. — **Hjo** (*Jernvägs-Hotel*; *Gästgivaregård*; *Stadskällare*), a town with 1400 inhab., is charmingly situated on Lake Vettern, in a district known as *Guldskrokan* ('golden corner'). Several large estates in the vicinity. Steamboat once weekly to Stockholm via *Vadstena*, *Motala*, and the canal-route, and once weekly to these stations and *Jönköping*. On the opposite bank, 2 M. distant, lies *Hästholmen*, a steamboat-station, with the *Omberg* (p. 283; boat 5 kr.).

FROM STENSTORP TO LIDKÖPING (4,7 M.) railway in 2¾ hrs. (2 kr. 80, 1 kr. 90 ö.; no first class). The train crosses the *Brunkeberg*, between the *Hornborgasjö* and *Billingen*, and traverses the *Axevalla Heath*, the largest military exercising-ground in Sweden. Stations (0,6 M.) *Espås*, (1 M.) *Broddetorp*. About ½ M. to the E. of (1,6 M.) *Axvall*, near the "skjutstation" *Klostret*, at the base of *Billingen*, stands the interesting *Varnhemskyrka*, a Gothic monastery-church containing tombs of early Swedish kings. (From *Sköde*, p. 278, the church may be reached by crossing *Billingen*, a walk of 1¼ M.)

2,7 M. **Skara** (*Gästgivaregård*; *Stadskällare*), once a famous episcopal town, mentioned by Adam of Bremen, now with 2900 inhab., was anciently a great stronghold of Swedish paganism. Near it are *Gudhem* and *Husaby* on the *Kinnekulle*, where sacrifices used to be offered. The *Cathedral* was consecrated by Bishop Ödgrim in 1151. The exterior, which has been sadly disfigured, is poorly restored, but the interior is still very fine. It contains a monument to *Erik Sopp*, who saved the life of Gustavus Adolphus at the battle of Stuhm (in W. Prussia) in 1629. To the N. of the town is the mineral spring of *Lund*. — 3,9 M. *Vinninga*.

4,7 M. **Lidköping** (*Hotel Lidköping*; *Svea*; carriages to the *Kinnekulle*), a town on the *Lidanelf* and Lake Venern, with 4200 inhab., rebuilt after several fires, is the starting-point for a visit to the *Kinnekulle*. We may reach this range of hills either by driving to (1½ M.) *Vesterplana*, whence a road crosses the hill to (1½ M.) *Forshem*, *Österäng*, *Arnäs*, *Sjöberg*, (1,7 M.) *Björsäter*, and *Mariestad* (p. 278); or we may take the steamboat (or a sailing-boat) to *Hellekis*, from which *Lukastorp* (plain inn), situated near the highest point, is ½ hr. distant.

The *Kinnekulle* is one of the most interesting hills in Sweden, both geologically and in point of scenery. It occupies an isolated position between Lake Venern on the W. and the plains of W. Gotland on the E., and is about 2 M. long and ¾ M. broad. It boasts of forests, valleys, bold cliffs (*klefvor*, a word used by the Norwegians also), rich pastures, and numerous farms and hamlets, forming quite a little world of its own, and the vegetation is unusually luxuriant, apple and cherry-trees growing wild here. The hills rise gently in the form of different terraces, each of which generally marks a different geological formation. The rocks consist of granite, sandstone, alum-slate, limestone, clay-slate and lastly trap at the top, which has forced its way in a liquid condition through all the strata below it. This range of hills contains numerous grottoes, the finest being the *Mörkeklef*, near *Råbeck*, in which there is a clear spring. The parishes of *Vester*, *Öster*, and *Medel-Plana*, and parts of those of *Klefva* and *Husaby* lie in this region. On

the W. side are the loftily situated Råbeck, Blomberg, Hjelmsäter, and Hellekis, with its extensive quarries; on the N. side are Hönsäter and other villages: and on the S. side Husabykyrka (1 M. from Lidköping), the most ancient cathedral-church in Sweden. A fine view of the bold and picturesque hills is obtained here. \*Högkullen (771 ft. above Lake Venern, 916 ft. above the sea-level), the highest point, commands an uninterrupted view of the lake and Vester-Götland. Conspicuous features in the landscape are the Kållandsö (with the château of Leckö), Lidköping, Mariestad, and the hills to the S. (Billingen, Mösseberg, and Alleberg).

*Steamboat* from Lidköping to Kristinehamn and Karlstad once weekly.

Beyond Stenstorp the structure of the line is an object of interest, and fine views are enjoyed towards the E. — 12,8 M Skultorp.

13,5 M. Sköfde (*Jernvägs-Hotel*; *Gästgivaregård*), an old town with 2600 inhab., prettily situated at the foot of Billingen, has a water-cure establishment which attracts visitors. Promenade in the *Boulogner Skog* ('Bois de Boulogne').

FROM SKÖFDE TO KARLSBORG (4,1 M.) in 1 $\frac{3}{4}$ -2 hrs. (fares 3 kr. 10, 2 kr. 30, 1 kr. 45 ö.) via Igelstorp, Tibro, Fagersanna, and Mölltorp. — Karlsborg (\*Johansson's Inn), the only fortress in the interior of Sweden, was founded in 1820 as a rallying-point and refuge in case of hostile invasion, but is still uncompleted. It is beautifully situated on the Vanäs, a promontory projecting into Lake Vettern, at the extremity of which stands a royal pavilion. A new harbour has been constructed between the Lindö and the Pukö. On the Bottensjö, an arm of Lake Vettern to the W., rises the Vaberg, commanding a fine view of the lake.

Karlsborg lies at the E. end of the W. half of the *Göta Canal* (see below). Steamers bound for Gothenburg leave Lake Vettern here, touching at Rödesund, and enter the Bottensjö (p. 283).

14,9 M. Väring, 15,6 M. Tidan, 16 M. Moholm.

BRANCH LINE (in 1 hr. 8 min.; 1 kr. 20, 75 ö.) to Sekestad, Jula, and Mariestad (\**Stads-Hotel*), prettily situated at the influx of the Tidan into Lake Venern. Steamboat weekly to Lidköping, to Åmål, and to Kristinehamn and Karlstad.

17,1 M. Töreboda (*Jernvägs-Hotel*; *Gästgivaregård*), where the train crosses the *Göta Canal* (see below), is a rapidly increasing place in an uninteresting district, but beyond it the scenery improves. 18,4 M. Elgarås, 20 M. Finnerödja. To the left we obtain an extensive view of the *Skagern-Sjö*. The train next traverses Tiveden, a dreary forest-clad region, famed in the military annals of Sweden, and then passes the lake and village of Bodarne.

21,3 M. Laxå, and thence to (42,8 M.) Stockholm, see R. 27.

## ii. From Gothenburg to Stockholm by Steamer.

*Göta Canal.* *Venern.* *Vettern.*

STEAMBOAT three times weekly in 2 $\frac{1}{2}$  days (1879, Tues., Thurs., Sat., 11 p.m.; from Stockholm on the same days, 6 p.m.; fares 25, 17, 12 kr.). — RAILWAY to Trollhättan (6,8 M.; fares 5 kr. 45, 3 kr. 40 ö.; return 8 kr. 20, 5 kr. 10 ö.), two trains daily.

**Göta Canal.** The problem of uniting the E. and W. coasts of Sweden by a water-highway, the greater part of which already existed in the form of navigable rivers and lakes, began to occupy the attention of engineers early in the 16th century. The chief obstacle

to its solution was presented by the formidable waterfalls and cataracts of Trollhätta, and the first attempt to overcome the difficulty was made at the beginning of the 18th cent. by the talented engineers *Svedenborg* and *Pothen*, who proceeded to construct three locks (*Ekeblads*, *Pothen's*, and *Elvii Sluss*), by means of which they hoped to enable vessels to pass the waterfalls. In 1755, however, after several interruptions, the enterprise had to be abandoned, and these old locks now form a not unpicturesque ruin. In 1800 eight new locks were successfully constructed, and are still in use, serving for the passage of small vessels; but, as these soon proved inadequate for the requirements of the shipping trade, eleven new locks on a larger scale were formed by *Ericsson* in 1836-44. All these locks are situated at *Åkersvass*,  $\frac{1}{4}$  M. from the village of Trollhätta, besides which there are two at *Lilla Edet* and one at *Åkersström*, below Trollhätta, and two more above it, at *Brinkeberg's Kulle* near *Venersborg*, where the waterfall of *Rånum*, 68 ft. in height, has to be avoided. These immense locks, forming a kind of staircase by means of which vessels are enabled to ascend and descend with ease and safety between the North Sea and Lake Venern, 144 ft. above it, form one of the principal objects of interest on the canal and lake-route between Gothenburg and Stockholm. All the different parts of the canal between the two cities are collectively known as the GÖTA CANAL, though each part has a local name of its own. — Travellers who desire merely to visit the grand falls of Trollhätta and the locks are recommended to take the morning train thither from Gothenburg and to return the same day. As the steamboats leave Gothenburg at night, nothing is seen of the river and canal scenery until the morning. The time-table, however, is so planned that most of the fine scenery is passed during the day. — In the following description the hour of arrival at each important station is given in accordance with the time-tables of 1879. The second hour mentioned is that of the arrival of the steamboats coming in the opposite direction.

STATISTICS. After the completion of the Trollhätta Canal in 1800, the task of connecting Lake Venern with the Baltic by a series of other canals still remained for the Swedish engineers to execute. Surveys had already been made for this purpose by *David Thunberg* at the close of last century, but the plans were finally adjusted by *Baron Baltzar von Platen*, with the aid of *Thomas Telford*, an English engineer, in 1808. These other canals, connecting Lake Venern with Lake Vettern, and the latter with the Baltic, were constructed in 1810-32 at a cost of about 5 million crowns. The total distance from the N. Sea to the Baltic by the canal-route is about 260 Engl. M. (to *Venersborg* 60, thence to *Sjötorp* 80, and from *Sjötorp* to *Mem* 120 Engl. M.). The artificial part of this water-way, including 74 locks in all, is about 56 Engl. M. in length. The highest points of the canal are at *Tåtorp* and *Motala*, where it enters Lake Vettern, 300 ft. above the sea-level. The canal is 46 ft. wide at the bottom and 86 ft. on the surface, and is 10 ft. in depth. Five of the locks, called 'bestämmande slussar', are used for regulating the level of the water. The canal is crossed by upwards of 30 bridges, and there are numerous sluices for the purpose of letting off the water when repairs

are necessary. About 7000 barges and small steamers ply between the N. Sea and Lake Venern, and about 3000 between Lake Venern and the Baltic annually.

As the steamer quits Gothenburg the lofty redoubts of *Kronan* and *Lejonet* are conspicuous objects in the view. The busy river-traffic is gradually left behind, and we soon reach the handsome ruined *Castle of Bohus* (*Bagahus*, *Bahus*), the largest in Sweden, from which the Län, or district derives its name, situated at the E. end of the large island of *Hissingen*, which divides the estuary of the Göta into two arms. To the left, opposite the castle, lies the little town of *Kungelj* (*Hotel*) with 900 inhab., on the W. bank of the river, which formerly belonged to Norway. Higher up lies the island of *Tjurholmen*. A little beyond it, on the right, is *Gamla Lödöse*, once a fortified place and an important commercial town, many of whose inhabitants removed to *Nya Lödöse*, farther down the river, as the navigable channel had become choked with alluvial deposits. In 1619 Gustavus Adolphus founded Gothenburg, and peopled it with settlers from the latter town. The characteristic scenery of Bohus Län, with its bare rocky hills, is gradually replaced by a more smiling and cultivated region, with a number of manufactories and pleasant country-seats on both banks of the river.

At *Lilla Edet* we ascend through two locks, in order to avoid a waterfall 10 ft. in height, above which the Göta Elf is 16 ft. above the sea-level, and its current inconsiderable. This part of the canal is called the *Ströms-Kanal*. We next pass through a lock at *Åkersström*, the first on the *Trollhätta Canal*, and soon reach the —

(5.45 a.m. or 9.15 p.m.) \**Åkersvass Locks*, eleven in number, the most interesting structures of the kind on the Göta Canal. The eight older locks and the remains of the three oldest should also be noticed. As the steamer takes about 2 hrs. to ascend (and as long to descend) through the locks, passengers have ample time to land and inspect the neighbouring —

\*\***Waterfalls of Trollhättta** (guide unnecessary). The falls are six in number, besides which there are several cataracts and rapids, distributed over a distance of 160 yds., and in all 108 ft. in height. Neither the falls nor their adjuncts can be called picturesque, and the effect of the principal falls is diminished by the islands in the middle of the stream; but the enormous volume of water makes the spectacle extremely imposing, and in this respect they are unsurpassed in Europe. The best general survey of the falls is obtained from a rocky height near their lower extremity. About 300 yds. below the falls we observe the *Flottbergsström*, a cataract about 4 ft. in height, adjoining which is the unfinished *Elvii Sluss*, formed by blasting the rock in 1753-55. Approaching the falls, we pass the cavern called *Olidehulnan*, and first come to —

*Helvetesfallen* ('hell falls'), three in number, and together 27 ft. in height. Above them the river expands into the comparatively calm *Hojumsvarp*, beyond which we reach —

*Stampeströms Fallet*, 8 ft. in height, and the adjacent \**Polhems Sluss*, one of the old locks blasted in the rock, 62 ft. in depth. Above this fall is —

\**Toppöfallet*, 42 ft. in height, by far the finest of the series, in the middle of which is the \**Toppö*, an island reached by a swaying iron bridge (25 ö.). The 'Skräddareklint', a rocky barrier formerly here, has been undermined and carried away by the stream. The *Kungsgrotta* bears the names of numerous visitors. The water's edge is reached by descending on the lower side of the island, but caution is necessary. The last and uppermost of the series is —

*Gullöfallet*, 23 ft. in height, in the middle of which is the *Gullö*, an inaccessible wooded island. The bank of the river is thickly covered here with houses and manufactories. The total power of the falls has been estimated as equal to that of 225,000 horses. To the E. of the fall is the old *Ekeblads-Sluss*.

Above the locks the steamboat traverses the *Åkerssjö* (125 ft.) and a reach of the canal 2150 yds. in length, and at the *Kafvel-damm* re-enters the Göta-Elf.

(8 a.m. or 7 p.m.) **Trollhätta** (*Hellström's Hotel*, tolerable), a small town with 3000 inhab., consisting almost entirely of manufactories, which avail themselves of the motive power afforded by the river, and of workmen's houses.

Above Trollhätta are the rapids of *Stallbacka*, which the steam-boat avoids by means of the canal of that name. On an island here are the remains of the castle of *Edsborg*. On the right rise the imposing wooded *Halleberg* and the *Hunneberg*, which last may be ascended by a flight of steps and a new path from the Nygård, by *Brinkebergs Kulle*, or *Rånum*. Here the steamer passes through two more locks and enters the *Karlsgraf*,  $\frac{1}{4}$  M. in length, leading into Lake Venern.

(10 a.m. or 5 p.m.) **Venersborg** (*Sladhuset; Hotel Victoria*), a town with 5300 inhab., at the S. end of Lake Venern, lies at the point where the river Göta emerges from the lake, and is entirely surrounded with water. On the E. side are the lake and the river, and on the W. side the *Vassbotten*, which the canal called the *Karls-graf* (see above) connects with the river. On the E. side the Göta is crossed by the *Rånumnsbro* and an iron bridge over the *Huf'rud-näs Fall*; on the W. side the *Dalbobro*, a stone bridge, crosses the lake to Dal; and towards the S. the *Gropbro*, constructed in 1642, crosses the Karlsgraf. The town has frequently been burned down, and now consists of unusually spacious streets. Extensive market-place. No fewer than sixty steamboats maintain frequent communication between Venersborg and Gothenburg, Stockholm,

the chief towns on Lake Venern, and the canals diverging from the lake. The most important of these, next to the Göta Canal, is the Dalslands Canal (p. 270).

**Lake Venern**, an immense sheet of water (14 M. long; 7 M. wide between Åmål and Mariestad; about 52 Sw. sq. M. or 2289 Engl. sq. M. in area; 143 ft. above the sea-level), where storms not unfrequently impede the navigation, forms an inland sea into which fall most of the rivers of Vester-Götland and Värmland, including the *Klarälven*, one of the largest rivers in Sweden. These rivers, which frequently expand into the long lakes so characteristic of the Scandinavian peninsula, traverse vast tracts of forest, and afford easy and natural routes for the transport of timber to the lake, whence the canal-routes convey it either to the W. or the E. coast. The banks are for the most part flat and uninteresting, the principal heights being the Halleberg (285 ft.) and Hunneberg near Venersborg and the Kinnekulle (p. 277) near Lidköping.

The steamer now steers along the W. coast of Lake Venern, with its numerous rocky islands, resembling the *Skärgård* of the Scandinavian coasts. The next point of interest we reach (about 4 hrs. from Venersborg) is the *Läckö*, an island about midway between *Sunnanå* on the W. and Mariestad on the E. bank, with a picturesque old castle of that name, originally erected in the 13th or 14th cent. by the bishops of Skara, restored by Jacob Pontusson de la Gardie and his son Magnus Gabriel early in the 17th cent., and now the property of the crown. Passing *Mariestad* (p. 278), which lies in a bay to the right, but is not visible from the steamer, we next reach the —

(4 p.m. or 10 p.m.) *Bromö*, an island with glass-works of some importance, beyond which the steamer steers to the E. and enters another part of the Göta Canal. The first station here is —

*Sjötorp*, a prettily situated place, commanding a view of the lake and of the Kinnekulle to the S.W. in the distance. The dock, shipbuilding-yards, and manufactories here present a busy appearance. Beyond *Sjötorp* the steamer passes through eight locks and traverses a pleasant tract of country. After several more locks we pass near the village of *Rogstorp* and the church of *Lyresta*, and next reach the two locks of *Norrqvarn*, with an aqueduct of four arches situated between them. At *Hajstorp*, near the church of *Fredberg*, are nine other locks, beyond which the steamer soon stops at —

(11.30 p.m. or 3 a.m.) *Töreboda* (*Jernvägs Hotel*; *Gästgivare-gård*), a railway and steamboat-station of considerable importance, with a handsome new church, and in the vicinity a number of pleasant country-seats. We next pass *Jonsboda*, with the neighbouring church of *Björkäng*, and *Fägredes Kyrka*. Scenery uninteresting. Numerous small windmills. The next place of any

importance is *Vassbacken*, beyond which the scenery is more picturesque. The canal here has been hewn in the solid rock at places. About  $3\frac{1}{3}$  M. from Lake Venern the steamboat passes through another lock at *Tåtorp* and enters the lake of *Vik*, the highest part of the route, lying about 300 ft. above the sea-level, 157 ft. above Lake Venern, and 11 ft. above Lake Vettern. After having traversed the *Vik* and another canal-reach, the vessel descends by a lock (constructed in 1813, the oldest on the present route), by means of which a waterfall is avoided, to the *Bottensjö*, a bay of Lake Vettern. At the head of this bay lies *Forsvik*, with iron-works, an engine-factory, and paper-mills. The banks here are hilly. On the W. side rises the *Vaberg*. At —

(5 a.m. or 10.30 p. m.) *Rödesund*, near which is the fortress of *Karlsborg* (p. 278), the steamer passes through another short canal and enters \***Lake Vettern** (289 ft.), 12 M. long, and averaging 2 M. in width. Like Lake Venern, it forms a large inland sea, into which numerous rivers empty themselves, while the *Motala-Elf* forms its only outlet. Although less extensive than the sister-lake, it is even more liable to sudden storms which endanger the navigation, and on both lakes the miseries of seasickness are often experienced. The banks of the lake are on the whole far more picturesque than those of Lake Venern, and the water is exquisitely clear. Among the hills on its banks the *Vaberg* on the W. bank and the *Omberg* opposite to it are conspicuous, each rising about 580 ft. above the lake. The finest points on the lake are the *Karlsborg* and *Hjo* (p. 277), on the W. bank; the *Visingö*, a picturesque island towards the S. end; *Jönköping*, at the S. end; and *Grenna*, *Hästholmen*, with the *Omberg*, and *Vadstena* on the E. bank. At the N. end of lake lies *Askersund* (1500 inhab.), where its banks are flat and uninteresting. *Jönköping* and *Hjo* are good starting-points for a visit to the above points (see pp. 288, 290), or *Vadstena* may be found more convenient. — The steamer, on emerging from the *Bottensjö*, steers across the lake to the E. to —

(7 a.m. or 9 p.m.) **Vadstena** (*Hotel Vadstena, Bellevue*, both near the Hamnpark; baths adjoining the lake; 'skjuts' to *Motala*, *Nyby*, near *Hästholmen*, etc.), a town of ancient origin, with 2500 inhab., became a place of some importance after the foundation of the monastery of St. Birgitta in 1383, around which it is built. The monastery was suppressed in 1595, and is now a lunatic asylum. The \**Monastery Church*, erected in 1395-1424, called the *Blåkyrka* from the colour of its stone and by way of contrast to the brick *Rödkyrka*, is worthy of a visit. It contains a monument to *Duke Magnus* and others of interest. The floor is paved with tombstones, bearing the Runic characters which formed the cognisance (*bomärke*, *vapenmärke*, *sköldmärke*) of the deceased. Queens *Philippa* and *Katarina* are also interred here.

The sacristy contains the remains of St. Birgitta and her daughter St. Katarina, which are preserved in a reliquary covered with red velvet. A peculiarity of the church is that the choir is at the W. end. (The *Klockare* lives near.) — A fine example of a Swedish castle of the 16th cent. is the \**Vettersborg*, close to the lake and the harbour (the old moat), which was erected by Gustavus Vasa. The interior, which has been used successively as a school, a manufactory, and a store-house, is uninteresting. A window is shown as that from which the insane Duke Magnus of Östergötland, one of the sons of Gustavus Vasa, threw himself into the lake, attracted, as he declared, by the songs of sirens. Finely vaulted chapel. Extensive view from the tower. — Besides the Göta Canal steamers, which cross the lake, others run twice weekly to the principal places on the lake.

(8 a.m. or 7.30 p.m.) **Motala** (*Motala Hotel*, Stortorget; *Prins Karl*, to the S. of the Storbro, with pleasant garden on the river; baths by the harbour), a town with 2000 inhab., is prettily situated in park-like scenery on the *Värvik*, at the efflux of the *Motala* from Lake *Vettern*. It lies about midway between Gothenburg and Stockholm, at the W. end of the eastern half of the Göta Canal (*Östergötisk Linie*). The road to Skenige commands a fine view. A shady \**Promenade* leads on the bank of the canal to ( $\frac{1}{4}$  M.) *Motala Verkstad* (see below). At Motala there is a 'bestämmande sluss' or reservoir lock, used for the purpose of regulating the quantity of water in the canal. — About  $1\frac{1}{2}$  M. to the N. is the favourite watering-place *Medevi*, with chalybeate springs (*Röda Källan*, *Högbrunnen*, *Amiralskällan*, and *Gustaf Adolf's Källa*). Fine view from *Lusthusbacken*.

Travellers arriving at Motala from Jönköping or Nässjö, and intending to proceed to Stockholm by the Göta Canal, are recommended to proceed by road or small steamboat to Motala Verkstad, and there join the canal-steamer. Travellers by steamboat from Gothenburg should also land at Motala and walk thence by the canal to the Verkstad, but they will hardly have time to inspect the works.

\***Motala Verkstad** (*Fru Flodin's Hotel*),  $\frac{1}{4}$  hr. from Motala, is an extensive and interesting establishment (1700 hands), comprising iron-works and an engine-factory, founded in 1822, and the property of a company. Visitors are admitted. Professional men may apply to Hr. Carlsund, the director, for special information. The works are driven by a single water-wheel, which is turned by the water of the canal 38 ft. above it. In the *Dufvedal*, on the N. side of the works, is the simple tomb of *Baron v. Platen* (d. 1829), the chief engineer of the canal, whose son, the minister v. Platen (d. 1875), is also buried here. Immediately beyond the Verkstad are the five \***Locks of Borenschult**, by means of which vessels descend to the picturesque *Lake Boren*, 49 ft. lower. With

the exception of the locks and waterfalls of Trollhätta, the most interesting part of the whole canal is that between Motala Verkstad and *Berg* on the Roxen.

\**Lake Boren* (237 ft.),  $1\frac{1}{4}$  M. long, and nearly  $\frac{1}{2}$  M. wide, the water of which is also beautifully clear, is next traversed by the steamer. On the S. bank rises the church of *Ekbyborna*, near which is the estate of *Ulfåsa*, once the property of St. Birgitta (d. 1373) and her husband Ulf Gudmarsson, and afterwards of several illustrious descendants of their family. On the N. bank is the church of *Krigsberg*. At —

(10 a.m. or 5.30 p.m.) *Husbyfjöl*, a pretty place, with an inn and another 'bestämmande sluss', or regulating lock, the steamer quits the lake and enters another reach of the canal, running on the S. side of the Motala-Elf. The scenery continues to be picturesque and park-like in character. On the left is *Kungs-Norrby*, a royal domain, once the property of the Vasa family, and beyond it the *Kungs-Norrby-Sjö*, with which the canal runs nearly parallel. On the right is the beautiful village of *Brunneby*, with a church now used as a store-house. Between the canal and the lake we next observe *Ljung*, an estate and country-seat belonging to Count Mecklenburg, with a manufactory of beetroot-sugar. Farther on are the iron-works of *Jakobslund* and the pleasant estate of *Brunnby*, with a lock, and a little beyond it are fifteen other locks at short intervals, by means of which the steamer descends about 120 ft. to *Lake Roxen*.

(1 p.m., in both directions) **Berg** lies at the W. end of *Lake Roxen*, a sheet of water  $2\frac{1}{2}$  M. long and 1 M. broad (106 ft.), of which it commands a fine view. As the steamer takes 2-3 hrs. to pass through the locks, passengers have ample time to visit the interesting *Vreta Klosterkyrka*. It once belonged to a monastery situated here, which was founded in the 12th cent., and where Ebba Lejonhufvud, Gustavus Vasa's mother-in-law, who refused to abjure the Roman Catholic faith, died in 1549. The church, which has been almost entirely rebuilt since its original erection, contains monuments to King Inge (d. about 1123) and his queen Helena, restored by John III. (d. 1592), King Valdemar Byrgesson (d. 1302), and to several members of the Douglas family who entered the Swedish service. In the vicinity is *Kungsbro*, at the influx of the Motala into Lake Roxen, once the property of Gustavus Vasa. The most interesting part of the canal-route terminates here. Passengers may either proceed hence by the road to *Linköping* (p. 368), about  $1\frac{1}{2}$  M. to the S.E., or go on by the steamer to *Norsholm*, and complete their journey to Stockholm by railway (p. 368).

On the hilly and wooded N. side of Lake Roxen are *Stjernarp*, *Grensholmen*, and *Rundstorp*. The S. bank of the lake is flatter, but well cultivated and not unpicturesque. To the S.E., about

$\frac{1}{2}$  M. from the lake, and connected with it by a canal, is *Linköping* (p. 368).

(5 p.m. or 10.30 a.m.) **Norsholm** lies at the E. end of Lake Roxen, at the entrance to another part of the canal, which is crossed here by the Stockholm and Malmö railway (R. 42). Passengers may disembark here and proceed by the night train (at present 1.30 a.m.) to Stockholm (arr. 6.56 a.m.), but no great saving is effected, as the steamboat is due at Stockholm at 9.15 a.m. — The Motala and the Göta Canal issue from Lake Roxen here, the former falling into Lake Glan, about 1 M. to the N. The steamer descends three locks, and at *Hulta* enters the narrow lake of *Asplången*,  $\frac{1}{2}$  M. in length. At *Snövelstorp* it quits the lake, passes the church of *Vestra Husby* on the right, and next reaches the 'regulating lock' of *Klämman*. Farther on, the canal is carried at a considerable height above the surrounding country. Beyond *Venneberga Bro* we descend the four locks of *Karlsborg* and two more at *Mariehof*, and soon arrive at —

(10 p.m. or 6 a.m.) **Söderköping** (*Hotel Götakanal*), a town with 1800 inhab., and an important place in the 13th-16th centuries, when it boasted of a castle, two monasteries, and five churches. It lies on the Göta Canal and the once navigable *Storå*. The *St. Lars* and the *Drothems Kyrka* are now the only old buildings worthy of mention. The neighbouring *Hydropathic Establishment* attracts numerous Swedish visitors. The water is obtained from St. Ragnhild's *Källa*, where the vessels for drawing the water are of a kind peculiar to Sweden. Above the canal, on the N. side, rises the *Ramundershöll*.

The steamer descends through a lock at Söderköping and another at the foot of the hill just mentioned, and passes *Liljesta* on the right. About  $\frac{1}{2}$  M. from Söderköping it reaches the last lock, the 74th through which it has passed, where a marble slab bears the inscription: '*Om Herren icke bygger huset, så arbata de fåfängt, som derpå bygga*' (except the Lord build the house, they labour but in vain that build it). At this point, the E. end of the Göta Canal, lies —

*Mem*, on *Slätbaken*, a long and narrow bay of the Baltic, where the scenery again becomes more interesting. About  $1\frac{1}{2}$  M. to the E. of Mem we pass the picturesque ruined castle of *\*Stegeborg*, once occupied by King Birger Magnusson (d. 1321). It was rebuilt on a larger scale by Gustavus Vasa (d. 1560), and here his son John III. (d. 1592) was born. The vessel then enters the *Trannöfjärd* at the mouth of the Slätbaken creek, and steers past *Gottenvik*, a pretty bay with wooded banks. Farther on, the steamer's course is partly on the open Baltic and partly through the monotonous skärgård flanking the coast, where the intricate navigation requires the utmost attention of the pilot.

(2 a.m. or 1.30 a.m.) *Oxelösund*, the terminus of the branch-

railway to *Nyköping* and *Flen* (R. 42). The next point of interest, about  $1\frac{1}{2}$  M. to the S. of Södertelje, in a bay of the Baltic, is the handsome château of *Hörningsholm*, on the *Mörkö*, which occupies the site of an old castle to which many historical reminiscences attach. It belonged to the famous family of Sture in the 15th and subsequent centuries, and afterwards to the families of Banér and Ribbing. Christina Gyllenstjerna died here, and the daughter of one of the counts Sture was abducted hence by Eric Stenbock. In 1719 the old castle was burned down by the Russians, and the estates afterwards came into the possession of the Counts Bonde, by whom the present château was erected. — At the N. end of the bay in which the *Mörkö* is situated the steamboat enters the short *Södertelje Canal*, connecting the Baltic with the small *Lake Maren* and *Lake Mälaren*, to the level of which the steamboat ascends by means of a lock.

(7 a.m. or 8.15 p.m.) **Södertelje** (*Stadskällare; Igelberg's Hotel*), a town with about 3000 inhab., a place of considerable antiquity, was entirely destroyed by the Russians in 1719. The church of *St. Ragnhild* is said to have been built by the queen of that name, the wife of King Inge the Younger, about the year 1100. The hydropathic establishment here attracts numerous visitors from Stockholm. ‘Kringlor’ (ring-shaped cakes) and ‘pepparkakor’ (gingerbread) form a specialty of the place. — Several trains and steamboats to Stockholm daily. — The steamboat-trip hence to Stockholm traverses the beautiful scenery of Lake Mälaren, which is seen to great advantage by early morning or late evening light (comp. R. 32).

(9.15 a.m. or 6 p.m.) **Stockholm**, see p. 295.

### iii. By Jönköping and Lake Vettern.

**RAILWAY** to *Jönköping* (17 $\frac{1}{2}$  M.), two through-trains daily in 6-8 hrs., including the halt at Falköping (express fares, 15 kr. 60, 11 kr. 30, 6 kr. 95 ö.; slow trains, 13 kr., 9 kr. 55, 6 kr. 10 ö.). The goods-train (2nd and 3rd class), which takes 14 $\frac{1}{2}$ -15 hrs. to perform a journey of 115 Engl. M., should of course be avoided. — **STEAMBOAT** from *Jönköping* to *Vadstena* twice weekly in 6 $\frac{1}{2}$ -8 $\frac{3}{4}$  hrs. (1879, Wed. and Sat., 12.15 p.m., touching on Wed. at *Hjo*). — **CANAL STEAMBOAT** from *Vadstena* to *Norsholm* three times weekly in 10 hrs. (1879, Mon., Thurs., Sat., 7 a.m.). — **RAILWAY** from *Norsholm* to *Stockholm* (19 $\frac{1}{2}$  M.), three trains daily, in 6 $\frac{1}{2}$ -8 $\frac{3}{4}$  hrs. (fares 16 kr. 30, 12 kr. 55, 7 kr. 70 ö.; slow trains, 14 kr. 45, 10 kr. 60, 6 kr. 70 ö.). — A steamboat also leaves *Jönköping* for *Stockholm* three times a week (1879, Tues., Thurs., and Sat., at 11.30 p.m.), of which the traveller may avail himself for part of his journey. It usually leaves *Motala* at 7 a. m., *Norsholm* at 4 p.m., and reaches *Stockholm* at 9.30 or 10.30 a. m. next day. Another steamer runs once weekly (1879, Sat. 2 p.m.) from *Jönköping* to *Visingö*, *Grenna*, and *Hjo*.

This is one of the pleasantest routes in Southern Sweden, though without pretension to grandeur of scenery. A plan should be prepared beforehand with the aid of the last number of the ‘Kommunikationer.’ The journey to *Jönköping* occupies one day (or it may be performed by the night train), a second day should be devoted to *Grenna*, another to *Hästholmen* and the environs, and a fourth to *Vadstena* and *Motala*, so that the whole journey will occupy 5-6 days.

From Gothenburg to Falköping, see p. 276. The night-express stops nowhere between Falköping and Jönköping. — The junction where this line diverges from the main line to the N. is properly called *Ranten*, from an ancient heathen altar of that name in the neighbourhood. The principal hotel (*Rantens* or *Jernvägs Hotel*) is situated here. *Falköping Stad* (*Gästgivaregård*),  $\frac{1}{5}$  M. distant, is the station for the town, at which the express train does not stop. The next station, *Vartofta*, is the junction for *Ulricehamn*, a town with 1100 inhab. at the N. end of the Lake Åsunden (reached by a narrow-gauge line in  $2\frac{1}{4}$  hrs.). The train crosses *Lake Stråken* (2 M. long) by means of an embankment 420 yds. in length. Several unimportant stations. At (4,8 M.) *Habo* the train reaches Lake Vettern and in clear weather commands a view of the *Visingö* and *Grenna* in the distance. Beyond (5,6 M.) *Bankeryd* we reach (6,6 M. from Falköping, 17,3 M. from Gothenburg) —

**Jönköping** (\**Jönköpings-Hotel*, with garden; *Lundberg's*, in the town, unpretending; *Jernvägs-Hotel*, at the station; \**Stora Limugnen*, a restaurant beautifully situated on the *Munksjö*, 5 min. from the town), a town with 13,000 inhab., lying in a charming situation at the S. end of *Lake Vettern* (288 ft.), a vast expanse of water about 12 M. long and 2 M. broad (comp. p. 283). On the S. side of the town lies the *Munksjö*, which is connected with *Lake Vettern* by a canal. Being almost entirely surrounded by water, the town, like Stockholm, is sometimes called the 'Swedish Venice'. Pleasant walk to the E., following the bank of the lake part of the way, to *Östra Kapellet*; still finer, to the \**Dunkehallar*, a hill to the W., with numerous villas. The latter road leads past the famous *Match Manufactory* (not shown to the public), the produce of which ('tändstickor utan svafvel och fosfor') is met with in almost every part of Europe. Beyond *Stora Limugnen* (see above) is the \**Munksjö Papperbruk*, which largely exports a kind of roofing-pasteboard and different kinds of paper to S. America. — New *Promenades* on the quay and on the site of the old castle, to the E. of the canal. In front of the *Elementarläroverkhushus* (elementary school) rises the handsome *Bolinderska Fontänen*. — The reservoir of the *Waterworks*, 259 ft. above the town,  $\frac{1}{2}$  hr. distant, commands an extensive view.

The \**Taberg* (1096 ft.), with famous iron-mines, 1 M. to the S. of the town, commands a noble survey of the forests of Småland. — Another interesting point is \**Husqvarna*,  $\frac{3}{4}$  M. to the E., with its manufactories and the waterfalls of the *Husqvarnaå*, the finest of which is near the inn and is reached by passing through the garden of the 'disponent' (factory-manager). Magnificent view of *Lake Vettern*, especially by evening light.

FROM JÖNKÖPING TO NÄSSJÖ (1 M.) railway in  $1\frac{1}{4}$  hr. (fares 3 kr. 60, 2 kr. 40 ö.; or 3 kr., 2 kr. 20, 1 kr. 40 ö.). The train commands fine

retrospective views of the lake as it leaves Jönköping, but afterwards traverses an uninteresting district. *Nässjö*, see R. 42. — Travellers from Malmö are recommended to diverge from the main line at Nässjö in order to visit Jönköping and Lake Vettern, while those proceeding from Stockholm to Malmö should endeavour to visit Motala, Vadstena, and Jönköping on the way.

**STEAMER** (in 2 hrs., 3 times weekly, see above) to **\*Visingö** (*Inn*), an island about  $1\frac{1}{2}$  M. long and  $\frac{1}{4}$  M. broad, once the property of the powerful Counts of Brahe, and now a royal domain (*kungsladugård*). The picturesque ruin of *Visingborg*, the ancient castle of the counts, is on the E. bank, surrounded with fine timber. In the 17th cent. Count Per Brahe founded a grammar-school and a library here, which were closed in 1811. The *Church*, completed in 1636, is an interesting edifice, containing monuments of Count Per and his wife. The island is fertile and well cultivated, and contains an extensive *Oak Plantation*, the timber of which is used in the government dockyards, and numerous fine walnut-trees. At the bottom of the lake at the S. extremity of the island are a few scanty relics of the ancient castle of *Näsbo*. Several kings of Sweden once resided in the island, including Magnus Ladulås, who died here in 1290. The road to the S. end of the island passes the interesting *Gilbert's Grotto*. — The island lies about  $\frac{3}{4}$  M. from Grenna, the passage to which may safely be made by small boat in fine weather. The steamer crosses in  $\frac{1}{2}$  hr.

**\*Grenna** (*Gästgivaregård*), a town with 1400 inhab., founded by Count Per Brahe in 1652, is beautifully situated on the E. bank of Lake Vettern. Like the Visingö, the place once belonged to the wealthy and influential Counts Brahe, but was annexed to the royal domains by Charles XI. towards the end of the 17th century. The ruined castle of **\*Brahehus**, to the N. of the town, commands an admirable view. — The next steamboat-station, 2 M. to the N. of Grenna, and reached in  $1\frac{1}{2}$  hr. thence, is —

**Hästholmen** (*Gästgivaregård*), another charmingly situated spot on the E. bank of Lake Vettern, with a new harbour. At the back of the village lies the fertile 'Plain of Vadstena'. The chief attraction here is the excursion to the Omberg and Alvastra, one of the most interesting in the southern half of Sweden. (Boat with a rower who acts as guide 2-3 kr.; a carriage may be ordered to convey the traveller back from Alvastra to Hästholmen. The whole excursion occupies 3-4 hours. Or the traveller may find it convenient to drive in the evening from Alvastra to Vadstena, 3 M. distant, viâ Nyby on the Tåkernsjö, or to Mjölby, a station on the main line,  $3\frac{1}{2}$  M. from Hästholmen; see p. 369.)

The **\*Omberg**, the most interesting hill in S. Sweden next to the Kinnekulle, begins a little to the N. of Hästholmen and extends for upwards of a mile along the bank of the lake, and is about  $\frac{3}{8}$  M. in breadth. *Hjessan* ('the crown'), the highest point, rises at the S. end, near Hästholmen. On the side next the lake

the *Måkeberge* ('gull-hills', 291 ft.), *Elverums Udde* ('promontory'), and the *Rödgafvel* ('red gable', 141 ft.) rise abruptly from the water, while the gently sloping E. side of the hill is furrowed with valleys and richly clothed with forest. The hill consists chiefly of gneiss and mica-slate, but transition limestone, clay-slate, and sandstone also occur. This is the northernmost place in inland Sweden where the red beech (*fagus sylvatica*) thrives, but in Bohus Län it occurs as far north as 58° 30' N. latitude. The S. end of the hill, with its red-roofed cottages, is the most picturesque part.

A boat conveys the traveller into the \**Rödgafvels Grotta*, a cavern 66 ft. long and 29 ft. high, being the largest of a number of grottoes in the deeply furrowed cliffs here, which recall the coast of Capri. In calm weather we may then row along the base of the picturesque rocks to *Rödgafvels Port*, where the lake attains its greatest depth (408 ft.). Among the fantastically shaped rocks are *Munken* or *Grykarlen* ('the monk', 'grey man'), *Predikstolen* ('the pulpit'), and *Jungfrun* ('the virgin'). Farther on, and visible from the deck of the steamboat, are the *Vestra Väggar* and *Mullskräerna*, the *An-Udde*, and *Borghamn*, with its extensive quarries.

Landing near the grotto, the boatman guides travellers to the summit of \**Hjesson* (557 ft. above the lake, 845 ft. above the sea-level), the highest point of the Omberg, commanding a beautiful and extensive view, which in clear weather embraces six towns and fifty churches. The large lake to the N.E. is *Tåkern*. The flat stone on the top, once a tombstone, is now used as a table. We then descend through beautiful forest (crown property) to \***Alvastra**, named after Afhild (*Afhildsstad, Alvestra*), the wife of King Sverker I. (d. 1156), the supposed foundress of a Bernardine Monastery here, the ruins of which are perhaps the most picturesque in Sweden. Kings Sverker I., Charles VII., Sverker II., and John I., and many other illustrious personages, are buried within its precincts. The church, dedicated to the Virgin, is in the form of a Latin cross. The nave and aisles and the choir are still traceable. The W. wall, like that of the choir, once contained a large window with rosettes and divided by a mullion. The whole building, which was constructed of limestone, was roofed with barrel-vaulting.

After leaving Hästholmen some of the steamboats cross the lake to (2 M., in 1½ hr.) *Hjo*, on the W. bank, another prettily situated place (see p. 277), and proceed thence to (4 M., in 3 hrs.) *Vadstena*. Others go direct from Hästholmen to (3 M., in 2½ hrs.) *Vadstena*, skirting the rocks of the picturesque Omberg mentioned above.

**Vadstena**, and thence to *Motala* and *Stockholm*, see pp. 283-287.

### 30. From Hallsberg to Örebro, Köping, and Stockholm.

22,3 M. RAILWAY in 9 hrs., one through-train daily (fares 17 kr. 10, 12 kr. 25, 7 kr. 95 ö.).

Travellers who have already seen the finest parts of the Göta Canal and Lake Vättern, described in the preceding route, may with the aid of the railway described in the present route visit some of the most interesting points on Lake Mälaren on their way to Stockholm. From *Motala* (p. 284) they proceed by railway in 3-4 hrs. to *Hallsberg*, and thence to *Köping* or *Västerås*, from either of which the banks of Lake Mälaren may be conveniently explored by steamboat. Or they may now confine their attention to the N. bank of that lake, leaving the more picturesque S. bank to be visited from Stockholm. The chief points of interest are best combined by taking the train to *Västerås*, crossing the lake thence by train to *Eskilstuna*, driving thence to *Strängnäs* and *Mariefred*, and completing the journey to Stockholm by steamer (comp. R. 32).

The railway traverses a fertile district and passes several of the oldest towns in Sweden, but the scenery is uninteresting until Lake Mälaren is reached, and there it is preferable to quit the train.

*Hallsberg*, see p. 266. The first important station is —

2,3 M. **Örebro** (*Örebro Hotel; Björkegren's*), one of the most ancient towns in Sweden, with 10,200 inhab., mentioned in history as early as the 11th century. No fewer than fifteen diets of the Estates were held here, and here the destinies of the country have frequently been decided. At the important diet of 1540 the succession to the crown, originally elective, was declared to be thenceforward hereditary, and in 1810 Bernadotte was elected crown-prince here. Örebro was the birthplace of Engelbrekt, a powerful Swedish noble, who was elected administrator of the Kingdom in 1435, and who held the surrounding country as a fief of the crown. The town lies in a flat district, near the bank of Lake Hjelmare, and is intersected by the *Svartå*. It is now quite a modern-looking place, having been in great part rebuilt after a fire in 1854. The handsome *Drottninggata* traverses the town from N. to S. The handsomest edifice is the modern Gothic \**Town Hall* ('*Stadshuset*'), in the *Stora Torg*. In front of it rises *Engelbrekt's Statue* by *Qvarnström*, erected in 1865. The *Theatre*, the *Karolinska Elementarläroverk*, and the principal hotel are also handsome buildings. In front of the latter rises an *Obelisk* to the memory of the brothers *Olaus* and *Laurentius Petri*, the Swedish reformers. The only ancient buildings are the *Castle* (now occupied by public offices), with its four round towers, situated on an island in the river, and the *Church*, which has been partly modernised. The castle was once besieged by Engelbrekt, afterwards by Sten Sture the Elder (d. 1503), and by Gustavus I. (d. 1560). It was then

rebuilt by Gustavus, and completed by Charles IX. (d. 1611). — Pleasant walks in the Strömparterre, the *Landhöfdingens Holme*, and the *Castle Park*. Also to *Skebäck* on *Lake Hjelmare* and to *Adolfsberg*, a small watering-place to the S., on the railway. — Steamboat to Stockholm twice weekly in summer (at present Wed. and Sat.), a somewhat tedious voyage, viâ the *Hjelmare Canal*.

Soon after leaving Örebro the train stops at (3,8 M. from Hallsberg) *Dylta*, where a branch-line diverges to *Nora* and *Karlskoga* on the Nordvestra Stambana (p. 265).

4,8 M. *Frövi* is the junction of an important line to *Ludvika*, *Falun*, and *Gefle* (see R. 31). 5,3 M. *Ullersäter*, 6 M. *Fellingsbro*, 7,2 M. *Jäder*.

7,5 M. **Arboga** (*Hotelle*), a town with 3600 inhab., was anciently a place of much importance. Thirty-two diets of the Estates have been held here at different periods. At one of these, in 1435, Engelbrekt, and at another, in 1471, Sten Sture the Elder, were chosen administrators. In 1561 the important Articles of Arboga were passed at another diet here. Arboga has frequently been a residence of the Swedish kings, and in the time of Gustavus Vasa had a mint of its own. It is now an uninteresting modernised place. By means of the navigable *Arbogaå*, on which the town lies, and the *Hjelmare Canal*, Lakes *Hjelmare* and *Mälaren* are connected. — Steamboat to Stockholm twice weekly (1879, Tues. and Sat. 8 p.m.).

8,2 M. *Valskog* is the junction for *Thorshälla* and *Eskilstuna* (see p. 330).

9 M. **Köping** (*Jernvägs-Hotel*; *Köpings-Hotel*), a town with 2600 inhab., lies on the river of the same name,  $\frac{1}{4}$  M. from Lake *Mälaren*. Steamboats to Stockholm daily (at 10 a.m.). As the railway-journey on the N. bank of the lake is uninteresting, many travellers will prefer to proceed by steamer from Köping to *Thors-hälla* and *Strengnäs*, drive to *Mariefred*, and take another steamer thence to Stockholm. With regard to the lake and the principal places on its banks, see R. 32. — About  $\frac{1}{8}$  M. from Köping is *Johannisdal*, a small watering-place. Branch-line from Köping to the N.W. to *Uttersberg*, passing a number of considerable iron-works and factories.

9,8 M. *Munktorp*, 10,4 M. *Kolbäck* (where the *Strömsholm Canal* is crossed, p. 294), 11,3 M. *Dingtuna*.

12,2 M. **Västerås**, see p. 329.

13,2 M. *Tillberga* is the junction of a branch-line to *Sala* (reached in  $1\frac{1}{4}$  hr.), a town founded by Gustavus Adolphus, near which is a once famous silver-mine. Other lines run thence to *Upsala* and to *Gefle* (p. 344). 13,7 M. *Tortuna*, 14,4 M. *Orresta*, 14,9 M. *Lundby*.

15,7 M. **Enköping** (*Stadshotellet*; *Gastgifvaregården*), a town with 2100 inhab., lies on the river of the same name,  $\frac{1}{2}$  M. from

Lake Mälaren. Pretty scenery and numerous kitchen-gardens here. Steamboat to Stockholm three times weekly. — 16,<sub>8</sub> M. *Grillby*, beyond which the train crosses the *Ekolsundsvik* by a bridge 300 yds. long. In the bay to the left lies the pretty village of *Ekolsund* (steamer to Stockholm daily). 18,<sub>4</sub> M. *Bålsta*, 19,<sub>4</sub> M. *Bro*, 20,<sub>2</sub> M. *Kungsängen*. The train now crosses the long northern ramification of Lake Mälaren at a narrow part of it called *Stüket*. 21,<sub>1</sub> M. *Jakobsberg*, 21,<sub>7</sub> M. *Spånga*, 22,<sub>2</sub> M. *Sundbyberg*. 22,<sub>7</sub> Stockholm, see p. 295.

### 31. From Frövi to Ludvika and Smedjebacken.

#### The Strömsholms-Canal.

RAILWAY to *Ludvika* (9,<sub>2</sub> M.) in 6 hrs. (fares 8 kr., 5 kr. 30, 3 kr. 40 ö.). Thence to *Smedjebacken* (1,<sub>6</sub> M.) in 1 hr. (fares 1 kr. 25, 75 ö.). — STEAMBOAT from *Smedjebacken* to Stockholm, by the Strömsholms-Canal and Lake Mälaren 3-4 times weekly in summer. — Steamer daily from Ludvika to *Grangärde* on Lake Vessman.

Instead of proceeding direct from Frövi (p. 292) to Lake Mälaren and Stockholm, the traveller may make an interesting digression to the N. to Ludvika and Smedjebacken, and return to the S. to Lake Mälaren by the *Strömsholms-Canal*, one of the pleasantest inland steamboat-routes in Sweden. The following are the principal stations on the railway, which traverses a very rich mining-district (iron, copper, lead). The scenery between Linde and Kopparberg is picturesque.

1,<sub>8</sub> M. *Linde* (Hotellet), with 1500 inhab., is prettily situated between the two lakes of that name. Church and a great part of the town rebuilt after a fire in 1869. Steamboat on Lake Rossvalen to the silver-mines of *Guldsmedhytte*. — 3,<sub>2</sub> M. *Storå*. About  $\frac{1}{4}$  M. to the W. are the silver-mines just mentioned on the pretty Rossvalen Lake. A little to the N.E. are considerable copper-mines, iron-works, and a gunpowder-manufactory.

5,<sub>2</sub> M. *Kopparberg* (Hotellet) is an important mining place, with copper, lead, and zinc-mines in the vicinity. 5,<sub>9</sub> M. *Stäldalen*, where the line approaches the Bergslagernas-Bana (see p. 344). Beyond (7 M.) *Hörk* the structure of the railway between the lakes of *Norra* and *Södra Hörken* (827 ft.) is itself an object of interest. 7,<sub>5</sub> M. *Grängesberg* (970 ft.), near which are some of the most productive iron-mines in Sweden, lies on the boundary between Örebro Län and Dalarne or Kopparbergs Län. The railway crosses the Bergslagernas-Bana here and runs to the W. of it. The train now descends rapidly to (8,<sub>7</sub> M.) *Gonäs* and —

9,<sub>2</sub> M. *Ludvika*, or *Marnäs* (Inn at *Hammarfallet*), prettily situated on Lake Vessman (503 ft.). At the other end of the lake (1 $\frac{1}{2}$  M.) lies *Grangärde* (steamboat), with several iron-works. From Ludvika to *Falun*, see R. 36. — Another train runs in 1 hr. to — 1,<sub>6</sub> M. *Smedjebacken* (*Gästgivaregård*; *Hotel Eklund*), at the

N.W. end of the *Norra Barken Lake* (327 ft.;  $2\frac{1}{3}$  M. long), possessing important and extensive mines, iron-works and manufactures. — Travellers from the south may go on by railway from Ludvika to Falun, thence visit the beautiful district of Dalarne, return to Smedjebacken, and proceed by the Strömsholms-Canal to Lake Mälaren and Stockholm, while travellers on their way to the north from Stockholm will, if time permit, find this canal-route pleasanter than the direct railway-journey. Those who are on their way from Dalarne to Stockholm may prefer the railway-route from Falun to Storvik and Engelsberg, between which and Lake Mälaren lies the finest part of the canal-route.

**Strömsholms-Canal.** Travellers leaving Stockholm should observe that one steamer to Smedjebacken starts from *Riddarholmen*, another from *Kött-Torget*, and a third from *Mälaretorget*. This canal, which together with the lakes connected by it is 10 M. in length, was constructed in 1777-95, and remodelled in 1842-60, for the purpose of connecting the great mining-districts of Dalarne with Lake Mälaren and the Baltic. This water-highway reaches its highest level at Smedjebacken, from which it descends 325 ft. to Lake Mälaren by means of 15 locks.

The steamer first traverses the pretty *Norra* and *Södra Barken Lakes* (327 ft.), between which are the picturesque church and parsonage of *Söderbärke*. It next enters *Lake Vefungen*, where the classic soil of Dalarne is quitted, and then descends through three locks at *Semla*. At *Fagersta* (another lock) is one of the largest iron-works in Sweden, with rolling-mills, etc., where gun-barrels are largely manufactured for the Karl Gustaf establishment at Eskilstuna (p. 330). Other important manufactories are situated at *Uddnäs* (lock) and *Vestanfors* (lock), at which last Bessemer steel is largely manufactured. We now enter the *Stora Aspen Lake* and beyond it *Lake Åmänningen* (250 ft.), a large sheet of water, on the E. bank of which the steamer touches at —

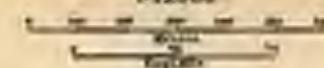
**Engelsberg**, a place of some importance, as it lies on one of the railways from Stockholm to Storvik, Falun, and Gefle (p. 344). — At *Virsbo* (lock) we enter the *Virsbosjö*, beyond which follows a long canal-reach to *Seglingsberg* (lock), with another manufactory (also a railway-station). The steamer next traverses the lakes *Öfre* and *Nedre Nudden* (230 ft.) and another part of the canal, where two locks descend to —

**Ramnäs** (railway-station), with numerous manufactories in the neighbourhood and a church, where the most picturesque scenery on the canal begins. The route next leads through the *Norrbyström*, and past the extensive iron-works of *Surahammar* (two locks), into the *Öst-Surasjö* (179 ft.), which is quitted at *Ålsätra* (lock). A little farther on is *Trångfors* (three locks); then \**Skansen* (Inn; two locks), the most beautiful point on the canal, and *Sörqvarn* (three locks). Whilst the steamer is passing through these



# STOCKHOLM.

1:15000



### Key to the Plan of Stockholm.

<i>Akademier (Academies):</i>	
1. Akademi för den fria konsterna (Academy of Arts) . . . . .	D, 4
2. Landtbruks - akademi (Agricultural Academy) . . . . .	D, 3
3. Musikaliska akademi (Academy of Music) . C, 3	
4. Vetenskaps - akademi (Academy of Science) C, 1, 2	
5. Archives (Riks - Arkivet) . . . . .	D, 5
6. Badinrättningar(Baths)	
D, 3, 4; D, 5; E, 4; F, 4	
Bangårdar (Railway-Stations) . . . C, 3, 4; E, 7	
<i>Banker (Banks):</i>	
7. Riksbanken (National Bank) . . . . .	F, 5
8. Skandinaviska Kredit-Aktibolag (Scandinavian Joint Stock Bank) E, 5	
9. Stockholms Enskilda Banken(Stockholm Private Bank) . . . . .	E, 5
10. Barnbördshuset(Lying-in Hospital) . A, 4; D, 2	
Bergsskolan (Mining School), at the N. end of Drottninggatan . . . B, 1	
11. Biblioteket, Riks (National Library) . . . . E, 1	
<i>Bildstoder (Monuments):</i>	
Berzelius, in the Berzelii Park . . . . .	E, 3
Birger Jarl . . . . .	D, 5
Charles XII. . . . .	E, 3
Charles XIII. . . . .	E, 3
Charles XIV. John . . E, 3	
Gustavus Adolfus . . E, 4	
	Gustavus III. . . . E, F, 4
	Gustavus Vasa . . . . D, 5
12. Börsen (Exchange) . .	E, 5
13. Etnografiska samlingen, skandinavisk(Ethnographical Museum) C, 2	
Farmaceutiska Institutet (Pharmaceutical Institute), corner of Rörstrandsgatan and Gråbergsgatan . . . . B, C, 2	
14. Flottans förrådshus (Marine Arsenal) . . G, 5	
15. Frimurarlogen (Free-masons' Lodge) . . . . F, 3	
16. Gymnasium (Grammar School) . . . . .	D, 5
17. Gymnastiska Central Institutet. . . . .	D, 3
Hasselbacken . . . . .	I, 4
18. Hofrätt, kongl. Svea (Court of Appeal for the districts of Svearike, Norrland and the Island of Gotland) . . . . .	D, 5
19. Konstföreningen (Art Union) . . . . .	E, 3
	<i>Kyrkor (Churches):</i>
Adolf Fredriks kyrkan C, 1, 3	
20. Blasieholms kyrkan F, 3	
21. Engelska kyrkan (English Church) . . . . B, 2	
22. Finska kyrkan (Finnish Church) . . . . .	E, 5
Hedvik Eleonoras kyrkan . . . . .	F, 2
23. Jakobs kyrkan . . . . E, 3	
Johannis kyrkan . . . D, 1	
Karl Johans kyrkan . . F, 7	
Katarina kyrkan . . . F, 7	
24. Katolska kyrkan (Rom. Cath. Church) . . . . D, 3	

- |  |         |   |
|--|---------|---|
| Klara kyrkan . . . . .   | D, 3    | 34. Rådhuset (Town Hall) D, 4, 5                        |
| Maria kyrkan . . . . .   | E, 6, 7 | 35. Riddarhuset ? . . . . D, 5                          |
| 25. Riddarholms kyrkan   | D, 5    | 36. Riksdagshuset (House<br>of Parliament) . . . . D, 5 |
| 26. Ryska kyrkan (Russian<br>Church) . . . . .                 | C, 1    | 37. Sällskabet (a Club) . . E, 3                        |
| Skeppsholms kyrkan,<br>see Karl Johans kyrkan.                 |         | Serafimer Lasarettet<br>(Hospital) . . . . . B, C, 4    |
| 27. Storkyrkan . . . . .                                       | E, 4, 5 | 38. Slöjdskolan (Industrial<br>School) . . . . . D, 3   |
| 28. Tyska kyrkan (German<br>Church) . . . . .                  | E, 5    | Slottet, kongl. (Royal<br>Palace) . . . . . E, 4        |
| Ulrika Eleonoras kyr-<br>kan . . . . .                         | B, 4    | 39. Synagogan (Synagogue) E, 3                          |
| 29. Mosebacke . . . . .  | F, 6    | <br><i>Teatrar</i> (Theatres):                          |
| Myntet (kongl.; Royal<br>Mint) . . . . .                       | B, 4    | 40. Kongl. Stora Teatern E, 3, 4                        |
| National Museum . . . F, 4                                     |         | 41. - Dramatiska Tea-<br>tern . . . . . E, 3            |
| Observatory . . . . .  | B, 1    | 42. Blasieholms Teatern . F, 3                          |
| 30. Öfverståthållarehuset<br>(Governor's House) E, 4, 5        |         | Djurgårds Teatern . . I, 3                              |
| 31. Palats, Arfprinsens (Pal-<br>ace of the Crown Prince) D, 4 |         | 43. Humlegårds Teatern E, 1                             |
| 32. Poliskammaren (Police<br>Office) . . . . .                 | D, 4    | 44. Ladugårdslands Teatern F, 2                         |
| 33. Posthuset (Post Office) D, 4                               |         | 45. Södra Teatern . . . . F, 6                          |
|  |         | 46. Teknologiska Institutet B, 1                        |
|  |         | 47. Telegrafen . . . . E, F, 4                          |

HOTELS.

- |                          |         |                        |         |
|--------------------------|---------|------------------------|---------|
| a. Grand Hotel . . . . . | E, F, 3 | c. Kung Karl . . . . . | D, 3    |
| b. Rydberg . . . . .     | D, 4    | d. Germania . . . . .  | E, 3, 4 |
-

eight locks, by means of which it descends about 126 ft., passengers have ample time to land and inspect the picturesque waterfalls of the *Kolbäckså*, near Sörqvarn, and the surrounding scenery. Farther on, the steamer passes the waterfalls *Sörstafors* (with a large paper-mill) and *Prestfors* by means of a lock, beyond which it passes under the railway at *Kolbäck*. We next descend two more locks at *Vesterqvarn*, and then the last of the series at —

**Strömsholm** (*Elmström's Hotel*), where the level of *Lake Mälaren*, about 2 ft. only above the Baltic, is reached. Strömsholm lies at the influx of the *Kolbäckså* into the lake. The old castle here was built by Gustavus Vasa (d. 1560) and presented by him to his queen Katharina Stenbock, who spent her widowhood here and died at the castle in 1621. Another royal residence, designed by Tessin, and still well preserved, was erected on the castle-island by Hedvig Eleonora, the queen of Charles X. — An excellent stud of horses is kept here. — Branch-railway from Kolbäck to Strömsholm. *Qvicksund*, and across *Lake Mälaren* to ( $\frac{1}{2}$  hr.) *Rekarne* (and to Thorshälla and Eskilstuna) see R. 32.

From Strömsholm to Stockholm by steamboat, comp. R. 32.

### 32. Stockholm and its Environs.

**Arrival.** Travellers arriving at Stockholm by railway alight at the CENTRAL STATION (Pl. C, 3, 4), situated in a large open space facing the Klara-Strand-Gata, and about 7 minutes' walk from the Norrbro and the principal hotels. Omnibuses from the principal hotels meet each train (fare 75 ö.). Cab with one horse for 1-2 persons 1 kr., 3-4 persons 1 kr. 25 ö.; each trunk 20 ö., for three or more 50 ö. (at night, 11-6 o'clock, one fare and a half). Porterage for each package to or from the cab or omnibus 10 ö.; to one of the hotels 30 ö. — Those who arrive by the lake route from Gothenburg, or by a coasting steamer from the S., land at the RIDDARHOLM QUAY (Pl. D, 5), on the W. side of the Riddarholm, near the church of that name; while the usual landing-place for travellers from the N. or E. is the SKEPPSBRO (Pl. E, F, 4, 5), on the E. side of Staden. Cab-fare as above; no hotel-omnibuses on the quays.

**Hotels.** \*GRAND HOTEL (Pl. a; E, F, 3), Blasieholms-Hamnen, a very large and handsome building, with reading-room, telegraph office, etc., beautifully situated, and commanding a fine view of the Palace and the busy traffic of the quays and harbour; \*RYDBERG (Pl. b; D, F, 4), Gustav-Adolfs-Torget, facing the Norrbro, also well situated and more central, but better adapted for men of business. These hotels belong to the same proprietor. The charges at the former are somewhat higher (rooms at both from 2 kr. upwards, A. 50 ö.). Both also have good restaurants, that at the Rydberg being the better and slightly less expensive. Travellers are quite at liberty to take their meals where they please. Table d'hôte at the Grand Hotel in summer only. \*HOTEL KUNG KARL (Pl. c; D, 3), Malms-torget, central, not far from the Norrbro, R. from 1 kr. 50 ö., A. 35 ö., with an excellent restaurant attached. — GERMANIA, adjoining Rydberg, Gustav-Adolfs-Torget, with restaurant, chiefly frequented by commercial men; \*KUNG KARLS ANNEX, Drottning-Gatan 7, R. from 1 kr. 50 ö. (no restaurant); KANAN, Brunkebergs-Torget 16; HÔTEL DE STÈDE, Drottning-Gatan 43; ROSENBAD, Akademi-Gränden, near the Post Office, quiet (no restaurant). All these last are second-class. — In the Norra Smedjegata (Pl. D, 3), at the back of Rydberg, in a quiet and convenient situation: HOTELS GUSTAF VASA, DE FRANCE, STETTIN, SKANDINAVIA, and HÔTEL GARNI, all unpretending, but tolerable.

**Restaurants.** *N. Side of the City* ('å Norr'): \**Rydberg* and \**Kung Karl* are the best, and the charges are reasonable; *Grand Hotel*, fairly good, but more expensive; *Germania*, tolerable, slightly cheaper (see above). \**Phænix*, Drottning-Gatan 71, adjoining the Ethnographical Museum; *Hôtel du Nord*, Lilla Trädgårds-Gatan; *Bern's Salong*, adjoining the Berzelii Park, in summer only; *Opera Källare*, in the Stora Theater, entered from the Arsenals-Gata, for gentlemen only; *Strömsborg*, on the island between the new bridge and the railway-bridge (reached from the latter, or by ferry). — *In Staden* (the island forming the central quarter of the city): *Iduna*, Lilla Nygatan 4; *Rosengren's Källare*, Salvius-Gränden, small; *Skomakare-Källare*, Slottsbacken 6. — *S. Side of the City* ('å Söder'): *Mosebacke Källare*, in the market of that name, a fine point of view (see p. 320). — *In the Djurgård*: \**Hasselbacken* (music in the afternoon), *Alhambra*, both much frequented in summer, with gardens where visitors may dine in the open air. — Most of the restaurants in the environs (Drottningholm, Nacka, Ulriksdal, etc.) are poor.

At all these restaurants visitors breakfast and dine à la carte, and the charges vary greatly. The usual breakfast hours are between 9 and 12, the dinner hours between 2 and 6, and the supper hours from 7 to 10 o'clock. An ordinary breakfast or supper costs 1½-2 kr., and dinner 2 kr. or upwards. For the 'Brännvinsbord' or 'Smörgåsbord' (side-table with bread-and-butter, salt meats, fish, and various relishes, with 'brännvin' and liqueurs 'ad libitum'), which Swedish gentlemen and even ladies freely patronise before sitting down to table, an additional charge of 30-50 ö. is made. It need hardly be said that persons unaccustomed to such a method of stimulating the appetite can hardly resort to it with impunity. 'Sexor', so called from the hour when they are usually served, are half-portions of meat, etc., frequently ordered by persons who desire a slight supper only. The waiters always expect a fee of 10 ö. or upwards from each person.

**Cafés** (*Schweizerier*) at all the principal hotels and restaurants. Of the others the pleasantest and most frequented in summer are the \**Strömparterre*, adjoining the Norrbro on the E. side, where a band plays in the evening, and *Blanch's Café*, in the Kungsträdgård (music). The *Strömsborg* (see above) also attracts many visitors in fine weather. The *Hasselbacken*, *Novilla*, *Bellmansro*, and other cafés in the Djurgård are also very favourite resorts. *Bähr's Café*, in the Riddarhus-Torg, is chiefly frequented by men of business. Each customer usually gives the waiter a fee of 5 ö. or more.

**Conffectioners** (who generally have a *Dam-Café*, or ladies' refreshment room, adjoining their shops). \**Grafström*, Malmstilnads-Gatan 28; \**Landelius*, Storkyrkobrinken 9; *Ruth*, Drottning-Gatan 50; *Sundell*, Drottning-Gatan 57; *Berg*, Regerings-Gatan 14; *Sundberg*, Vesterlång-Gatan 83.

**Post Office** (Pl. 33; D, 4), Rödbro-Torget, halfway between the Norrbro and the Railway Station, open 9 a.m. to 9 p.m.; Sundays 9-11, 1-2, and 7-9 o'clock. **Branch Offices**: Lilla Nygatan 6; Hötorget 14; Handverkare-Gatan 18; Riddare-Gatan 28; Göt-Gatan 18. Numerous letter-boxes in the streets.

**Telegraph Office**, Skeppsbron 2, always open. At the *Grand Hotel*, open from 10 a.m. to midnight. Also at Brunkebergs Torget 2, Handverkare-Gatan 18, Riddare-Gatan 28, and Södermalms Torget, open 8 a.m. to 8 p.m.

**Bankers.** *Riksbank*, Jern-Torget; *Skandinaviska Kredit-Aktibolag*, Storkyrkobrinken 13; *Stockholms Enskilda Bank*, Lilla Nygatan 27; *Stockholms Handelsbank*, Kornhamns-Torget 4. Circular notes and foreign money may be changed at any of these; or at *Belmonte's*, Stora Theatern, entrance in the Arsenals-Gata, and several other money-changers'.

**Consuls.** American, *Mr. N. A. Elfeing*, Drottning-Gatan 13; vice-consul *Hr. J. A. G. M. Schürer von Waldheim*, Oxtorgs-Gatan 7. British, *Mr. W. F. Segrave*, Norrmalms-Gatan 18; office Skeppsbron 30; *Mr. F. George*, vice-consul and translator. German, *Hr. W. Redlich*, Nybro-Gatan 11.C. French, *M. E. Thiébaut*, chancellier, Jacobsgatens-Gatan 23.B. Austrian, *Hr. C. Benedicks*, Storkyrkobron 7. Russian, *Hr. A. Mollerius*,

Nybro-Gatan, 6.A. Besides these and a number of other consuls, ambassadors from the principal European states also reside at Stockholm.

**Cabs.** Drive within the town, for 1-2 pers. 1 kr.; 3-4 pers. 1 kr. 25 ö.; for one hour 1 kr. 25 or 1 kr. 50 ö., for each additional  $\frac{1}{2}$  hr. 50 or 60 ö.; at night, 11-6, a fare and a half; small articles of luggage free; trunk 20 ö., for more than two 50 ö. — For a drive to the Djurgård and other places in the environs 1 $\frac{1}{2}$ -2 kr. for the first hour, and 60-75 ö. for each additional  $\frac{1}{2}$  hr. — *Cab Stands* near the Post Office, in the Brunkeberg Torg, on the Skeppsbro, in the Stortorg, etc.

**Tramway** (*Spårvagnar*). There are four different lines: 1. From Slussen (Pl. E, F, 6) by the *Skeppsbro Quay* to the *Norrbro* (Pl. E, 4), then (to the right) by *Carl den Toltzes Torg*, *Östra Trädgårdsgata*, *Norrmalmstorg*, *Nybrohamn*, *Ladugårds-Strandgata* to the *Djurgård* (terminus opposite Hasselbacken in the *Allmänna-Gränd*; Pl. H, I, 5, 4). — 2. From the *Norrbro* (Pl. E, 4) to the right by *Carl den Toltzes Torg*, *Östra Trädgårdsgata*, *Norrmalmstorg* (see above), then by the *Normalsmgata*, past the *Humlegård* to the *Roslags-Torg* on the N. side of the town (Pl. D, 1). — 3. From the *Drottninggata* (Pl. C, 2) by the *Adolf-Fredriks-Södrakyrkogata*, *Stora Badstugata*, *Trebackarlanggata* to the *Roslags-Torg*, whence the line proceeds to the *Nybrohamn* and *Djurgård* (*Allmänna Gränd*; see above, No. 2). — 4. From the *Gustav-Adolfs-Torg* (Pl. E, 4; near the *Norrbro*) to the *Kungsholms-Torg* (Pl. A, B, 4). Cars run at frequent intervals on all these lines from about 8 a.m. to 10.30 p.m. — Fare (which passengers deposit in a box, as at Christiania) 10 ö. in each case, except on the journey to the *Djurgård*, when 10 ö. more is paid from the *Grefsbro* (at the S. end of the *Grefve-Gata*) to the *Allmänna-Gränd*.

**Omnibuses** from the *Adolf-Fredriks-Kyrkoplan* to the *Stallmästaregård* (steamboat-pier) hourly, except at 12 and 1 (fare 25 ö.); also from the *Gustav-Adolfs-Torg* at 9.30, 1.30, 3.30, 5.30, 7.30, and 9.30 (fare 35 ö.). From the *Adolf-Fredriks-Kyrkoplan* to *Haga* usually at half-past every hour, from 7.30 to 9.30, except 11.30 and 12.30 (fare 25 ö.).

**Steamboats.** The steamboats which ply from Stockholm in every direction are so numerous, and the maze of islands and water-ways around the city is so complicated, that the traveller will at first be somewhat bewildered. Before making any excursion, he should of course consult the latest number of '*Sveriges Kommunikationer*', and also the map of the environs, and be careful to ascertain the starting-point of the vessel. For the larger seagoing vessels the principal quays are *SKEPPSBRON*, on the E. side of *Staden* (Pl. F, 4, 5), and *BLASIEHOLMS-HAMNEN* (Pl. E, F, 4) adjoining the Grand Hotel and the Museum. For the smaller seagoing and coasting steamers the starting-point is the *RIDDARHOLM QUAY* on the W. side of that island, which lies to the W. of *Staden*, whence most of the Mälär steamers and those bound for Gothenburg by the canal route also start. A number of the smaller lake-steamers again have their usual berths on the *MUNKBRO* and the *KÖRT-TORG*, on the W. and S.W. sides of *Staden* (Pl. D, E, 5). The small steam-launches plying on the *Brunsvik* to *Haga* and *Ulriksdals Allé* have a pier of their own at the *STALLMASTAREGÅRD*, at the N.W. extremity of the city, and another little vessel runs to *Nacka* from the *BARNÄNG* on the Hammarby-Sjö, a lake at the S.E. end of the town. Lastly, we may mention the *Carl XII.'s Torg*, the *Strömparterre*, the *Logårdstrappa*, the *Bomslupstrappa*, and the *Räntmästaretrappa* as the points of departure for the *Djurgård*. A number of small ferry-steamers, the course of which is indicated in the Plan, also afford a convenient transit between the different quarters of the city and its suburbs. The seagoing steamers will be found in the '*Kommunikationer*' under the heads '*Norrut*', '*Österut*', '*Söderut*', and '*Vesterut*'; the others under the four heads '*Göta Kanal*', '*Mälaren*', '*Omgifningar*' (*Mälaren*), and '*Omgifningar* (*Saltsjön*)'. The following are the usual summer arrangements of the principal routes:

**NORTHWARDS.** To *Norrköping* 6 times, to *Östhammar* 3 times weekly from *Carl XII.'s Torg*; to *Gävle* 4 times weekly from *Skeppsbron* and 6 times monthly from *Carl XII.'s Torg*; to *Söderhamn* 4 times weekly from *Skeppsbron*; to *Hudiksvall* 3-4 times, to *Sundsvall* 8 times, to *Härnösand*

4 times, and to *Umeå* twice weekly from Skeppsbron; to *Skellefteå* 7 times and to *Haparanda* 5 times monthly from Skeppsbron.

EASTWARDS. To *Hangö* twice weekly from the Museum; to *Åbo*, *Helsingfors*, and *St. Petersburg* 6 times, to *Vasa* 3-4 times, and to *Uleåborg* and *Tornéå* once monthly from Skeppsbron.

SOUTHWARDS. To *Wisby* 4 times weekly from Riddarholmen and once weekly from Blasieholms-Hamnen; to *Kalmar* once weekly from Riddarholmen, and once weekly from Blasieholms-Hamnen (also by the Lübeck, Copenhagen, and Gothenburg steamers); to *Lübeck* viâ *Kalmar* twice weekly; also viâ *Norrköping*, *Kalmar*, and *Karlskrona* twice, and viâ *Nyköping* and *Norrköping* twice monthly; also direct, twice monthly, all from Skeppsbron; to *Gothenburg* viâ *Kalmar*, *Karlskrona*, *Karlshamn*, *Malmö*, and other ports three times weekly from Blasieholms-Hamnen; to *Copenhagen* weekly, touching at intermediate ports, from Riddarholmen; to *London* fortnightly from Skeppsbron. Steamers also run occasionally to Hamburg, Amsterdam, Antwerp, Hävne, etc.

WESTWARDS (or rather S.W.). To *Söderelje* 2-3 times daily; to *Nyköping* and *Norrköping* daily; to *Kalmar* twice weekly; all from Riddarholmen.

THROUGH THE GÖTA CANAL. To *Söderköping*, *Motala*, and *Vadstena* daily; to *Jönköping* 4 times weekly; to *Gothenburg* 3 times weekly; all from Riddarholmen.

MÄLAREN. To *Gripsholm* and *Mariefred* from Munkbron 5 times, and from Riddarholmen twice weekly; to *Sigtuna* and *Örsundsbro* daily from Munkbron; to *Upsala* daily from Riddarholmen; to *Enkoping* daily from Munkbron; to *Strengnäs* twice daily from Munkbron, and daily from Riddarholmen; to *Tynnelsö* 3 times weekly from Munkbron; to *Björnsund* 3 times weekly from Munkbron; to *Vesterås* 4 times weekly from Riddarholmen; to *Thorshälla* and *Eskilstuna* four times weekly from Riddarholmen; to *Strömsholm*, *Engelsberg*, and *Smedjebacken* from Riddarholmen twice, and from *Kött-Torget* once weekly; to *Köping* 3 times weekly from Riddarholmen; to *Qvicksund* and *Kungsör* three times weekly from Munkbron; to *Kungsör* and *Arboga* twice weekly from Riddarholmen; to *Kungsör* and *Örebro* once weekly from Riddarholmen.

MÄLAR ENVIRONS (all from Munkbron, with the exceptions specified). To *Löfholmen* and *Liljeholmen* every  $\frac{1}{4}$  hr.; to *Karlberg* every  $\frac{1}{2}$  hr. from Riddarhus-Hamnen, at the back of the Riddarhus, adjoining the S.E. end of the Vasabro; to *Bällstabron* at  $\frac{1}{2}$  past every hour from Riddarhus-Hamnen; to *Marieberg* and *Lilla Essingen* 10-12 times daily from Gymnasii-Gränden (S.W. side of Riddarholmen); to *Drottningholm* 6, to *Fittja* 3-4 times daily from Gymnasii-Gränden; to *Brogård*, to *Ådö* and *Säbyholm*, to *Norrby*, to *Ekholmen*, and to *Ekolsund* and *Segersta* once daily; to *Ängsö* (or *Engsö*) 3 times weekly.

BALTIC ENVIRONS. To the *Djurgård* in 8-10 min. from the *Strömparterre*, from Carl XII.'s *Torget*, from the *Räntmästare-Trappa*, and from *Nybro-Hamnen*, every  $\frac{1}{4}$  hr.; to the *Docks* and *Tegelviken* from the *Räntmästare-Trappa* every  $\frac{1}{4}$  hr.; to the *Djurgårdsbrunn* from the *Logård-Trappa* every  $\frac{1}{2}$  hr.; to *Haga* and *Ulriksdals-Allé* from the *Stallmästare-Gård* every  $\frac{1}{2}$  hr.; to *Ryssviken* and *Vikdalens* from the *Räntmästare-Trappa* 7 times daily; to *Mölna* from the *Räntmästare-Trappa* 7 times daily; to *Vaxholm* from the *Logård-Trappa* 7 times, from Carl XII.'s *Torget* twice, and from *Nybro-Hamnen* once daily; to *Gustafsberg* from Gustaf III.'s *Statue* 6 times daily; to the *Lidingöbro*, *Djursholm*, *Viggbyholm*, and *Rydboholm* from the *Logård-Trappa* 4 times daily; to the *Lidingöbro*, *Ulriksdal*, and *Nytorp* from Gustaf III.'s *Statue* twice daily; to *Hersby* from Gustaf III.'s *Statue* twice daily; to *Skeppsdal* and *Marum*, to *Östanå* and *Berghamra*, to *Frotunda* and *Rådmansö*, to *Aspvik*, to *Tyresö* daily, all from Carl XII.'s *Torget*; to *Dalarö* and *Utö* from Blasieholms-Hamnen daily; to *Släfsnäs* from the *Räntmästare-Trappa* daily.

A small steamer also plies several times daily on the *Hannarby-Sjö* from *Barnängen* at the S.E. extremity of the city to *Nacka*. It touches at a pier on the N. bay of the lake, 10 min. walk from *Tegelviken* (see above).

**Shops.** Booksellers: *Samson & Wallin*, Drottninggatan 7, corner of Fredsgatan; *Fritze*, Gustav-Adolfs-Torget 18; *A. Bonnier*, etc. Fishing-gear: *Leidersdorffska Manufactory*, Brunkebergstorget 24; *Åkerlund*, Malmstorgatan 3. — Furs: *P. N. Bergström*, Storkyrkobrinken 4 and Fredsgatan 18. — Jeweller (antiquities, etc.): *Hammer*, Fredsgatan 18, first floor. — Bazaar: *Slöjdforeningen's Museum*, Brunkebergstorget 15, Sun., Mon., Wed., Sat. 1-3; admission 10 ö.

One of the most interesting commercial institutions of Stockholm is the EXHIBITION OF THE FRIENDS OF MANUAL LABOUR (*Handarbetets Vänner Utställning*, Brunkebergs-Torget 15, second floor; open daily 12-3), a society founded in 1874 for the purpose of encouraging the ancient Swedish practice of domestic weaving and embroidery and of adapting it to the conditions of the present day. Orders are received at the office, and visitors are admitted to a room in which several peasant-women may be seen at work.

**Railway Stations.** All the principal trains (to *Upsala* and *Gefle*, to *Karlstad* and *Christiania*, to *Gothenburg*, and to *Malmö*) start from and arrive at the CENTRAL STATION (Pl. C, 4), while the *Södra Bangård* is used by a few slow local trains only. The 'gemensam borgarliga Tid' or railway-time given in the time-tables is that of Gothenburg. The true Stockholm time is 24 minutes in advance of that of Gothenburg.

**Baths.** Kungsholmsbro-Gatan 16, near Rydberg's Hotel (Turkish and others; Pl. 6; D, 4); Gamla Norrbron 5 (Pl. 6; E, 4); also at the Grand Hotel. Vapour Baths ('Finnish'), Gamla Kungsholmsbro-Gatan 52. Swimming Bath (Pl. 6; D, 5), at the N. end of the Riddarholm; Ladies' Baths (Pl. 6; F, 4), adjoining the Skeppsholm-Bro, at the S.E. end.

**Theatres.** *Stora Teatern* (Pl. 40; E, 4), admission from 1-4 kr.; performances throughout the year, beginning at 7 or 7.30. — *Dramatiska Teatern* (Pl. 41; E, 3); admission 1½-3 kr. — *Nya Teatern* (Pl. 42; F, 3); 1½-2 kr. — *Mindre Teatern* (Pl. E, 3), Carl XII.'s Torget, a few paces to the W. of the Grand Hotel; 1½-2½ kr. — *Ladugårdslands-Teatern* (Pl. 44; F, 2); 1½-1½ kr. — *Humlegårds-Teatern* (Pl. 43; E, 1), open in summer only. — *Södra* (Pl. 45; F, 6). — In the Djurgård are a Theatre, 'Althambra', and *Circus*, open in summer only.

**Music** (rarely good) in the afternoon and evening at *Hasselbacken* (see above), at *Novilla* in the Djurgård, on the *Strömparterre*, at *Blanch's Café* in the Kungsträdgård, and in the *Berzelii Park*. A military band plays in the Kungsträdgård in summer on Wednesdays and Saturdays, 1-2, and on Sundays and holidays, 1.30 to 2.30 o'clock.

**Collections, etc.** — \**National-Museum* (Pl. F, 4; p. 312), open to the public on Sundays, Tuesdays, and Fridays, 11-3; admission on Mondays, Wednesdays, and Thursdays, 11-3, 50 ö. — *Natural History Museum* (p. 311), Drottning-Gatan 94; open to the public on Wednesdays, 11-1, and Sundays, 1-3; admission on Saturdays, 11-1, 25 ö. — \**Ethnographical Museum* (p. 308), Drottning-Gatan 71, A & B; open on Sundays, 1-9, and Mondays, Tuesdays, Thursdays, and Saturdays, 11-5, admission 50 ö.; 'First Annex', Drottning-Gatan 45, first floor, same times and same admission; 'Second Annex', Drottning-Gatan 79, first and second floors; Wed. and Sat., 11-5, and Sund. 1-3, admission 50 ö.; admission at other times to any of these collections 1 kr. — \**Konstförening* (Art-union; p. 307), entrance at the N. end of the Trädgård-Gata; daily, except Mondays, 11-3, admission 25 ö.; Sundays and holidays, 1-3, admission 10 ö. — *Royal Library* (Pl. 11; E, 1), in the Humlegård, daily, except Saturdays; from 12 to 2 readers only admitted. — *Agricultural Museum* (p. 308), Mäster-Samuels-Gatan 36, daily, 12-3. — *Förening för Nordisk Konst*, Stallgatan 1 (Blasieholmen, Pl. E, F, 3), entrance by 3rd door to the left in the court, daily 12-2 (25 ö., Sun. 10 ö.). — Several other collections of less general interest are also mentioned in the following pages.

**English Church** (Pl. 21; B, 2), in the Rörstrands-Gata.

**Principal Attractions.** *National Museum* (p. 312); *Ethnographical Museum* (p. 308); *Konstförening* (p. 307); *Royal Palace* (p. 302); *Riddarholms Kyrka* (p. 305); view from the *Mosebacke* (p. 320); walks on the *Skeppsholm* (p. 321) and in the *Djurgård* (p. 321); view from *Marieberg*

(p. 323); excursions to *Drottningholm* (p. 325), *Gripsholm* (p. 326), *Ulriksdal* (p. 324), and *Vaxholm* (p. 331).

*Stockholm*, the capital of the Kingdom of Sweden, and the seat of government and of the supreme courts of law, with 165,677 inhab., in  $59^{\circ} 20'$  N. lat. and  $18^{\circ} 5'$  E. long., lies at the influx of *Lake Mälaren* into an arm of the Baltic (*Saltsjö*). It possesses excellent harbours both in the Baltic and Lake Mälaren, which are the scene of busy traffic, except during the four or five months in winter when they are usually frozen over. The situation of the town on islands, on a plain, and on rocky hills, surrounded by water and islands in almost every direction, is exceedingly picturesque. Stockholm has therefore not inaptly been called the ‘Venice of the North’, and has sometimes been compared with Geneva also; but no such comparison can convey an adequate idea of the place, which differs in many respects from all others. The most striking peculiarity of the city consists in the fact that it lies in immediate proximity with primæval forests and rocky islands, where to this day there is hardly a trace of cultivation. Various modern improvements have been effected in the Norrmalm, or N. quarter of the town, but in the Södernalm, the Kungsholm, by the Observatory, and in the Skeppsholm and Kastellholm the bare granite rock is frequently seen protruding in the midst of the houses.

**HISTORY.** The most ancient national chronicles mention a settlement which lay on the site of the modern city of Stockholm, but which was very unimportant compared with Sigtuna (p. 334) or with Gamla Upsala (p. 339). — After the place had been repeatedly plundered and destroyed by pirates and hostile tribes (the Esths and Karelians, about the year 1188), *Birger Jarl* in 1255 fortified the *Stad*, the *Helgeandsholm* and *Riddarholmen*, the three islands now occupied by ‘the city’, protecting them with towers and walls, and constituting them the capital of his dominions. Since that period the history of Sweden, and particularly that of the numerous conflicts between the Swedes and Danes, has centred around Stockholm. It was long before the city extended beyond the limits of these three islands. The increasing population had indeed several times begun to occupy the mainland to the N. and S., but these settlements were as often swept away by the Danish besiegers (Margaret in 1389, Christian I. in 1471, and Christian II. in 1520). At length from the middle of the 16th cent. downwards the citizens were enabled to extend their borders in peace. During the regency in the reign of Christina, the daughter of Gustavus Adolphus, the precincts of the city were extended so as to embrace the N. and S. suburbs, the former of which was erected in accordance with a regular plan. In consequence of great fires which took place in 1697, 1725, 1751, 1759, 1835, and 1857, the old timber-built houses have gradually been replaced with substantial stone edifices. In the middle of the 17th cent. the population was 15,000, in 1751 it had increased to 55,700, in 1800 to 75,500, in 1850 to 98,000, and in 1870 to 136,000, while on 31st Dec. 1877 the number was found to be 165,677.

Stockholm consists of the following quarters: —

1. *Staden*, ‘the city’, the oldest part of the town, situated on an island at the mouth of Lake Mälaren and on the two smaller adjacent islands *Riddarholmen* and *Helgeandsholmen*, which contains the Royal Palace, and is now the headquarters of the shipping and wholesale trade.

2. *Norrmalmen*, or the N. quarter, with the island of *Blasie-*

*holmen*, which is now connected with the mainland, the handsomest part of the town, containing all the principal hotels, the railway-station, and the best shops, and consisting of substantial, regularly-built streets.

3. *Ladugårdsländet*, a quarter adjoining the Norrmalm on the E., the distinctive feature of which consists of its barracks.

4. *Kungsholmen*, an island adjoining the Norrmalm on the S.W., the site of several hospitals and manufactories.

5. *Södermalmen*, or the S. quarter, which is the most extensive in point of area, but the least interesting part of the city.

6. *Saltsjö-Öarne*, or the Baltic islands of *Skeppsholmen* and *Kastellholmen*, containing naval and military establishments, and lastly *Djurgårds-Staden*, or the park suburb, with the adjoining *Beckholmen*.

All these quarters are connected by means of BRIDGES, by far the most important of which are the *Norrbro* (Pl. E, 4; see below) and the new *Vasabro* (Pl. D, 4), completed in 1878, connecting the Norrmalm with Staden, and *Slussen* (Pl. E, 6; p. 320), or the 'Sluice Bridge', connecting Staden with the Södermalm.

#### STADEN AND RIDDARHOLMBEN.

The most interesting survey of the singularly picturesque site of Stockholm and of its busy harbour-traffic is afforded by the \**Norrbro* (Pl. E, 4), a handsome bridge of seven arches completed in 1797, spanning the short river which forms the principal efflux of Lake Mälaren, and connecting the Norrmalm and Staden. It is constructed of granite, and is 125 yds. long and 20 yds. wide. Part of it stands on the N.E. side of the small Helgeandsholm, where, flanking the S.W. side of the bridge, there are a number of shops, the old buildings behind which are to be removed to make way for a new park. On the opposite (N.E.) side of the bridge is the \**Strömparterre* (café, with music in the evening, see p. 296; steamboats to the Djurgård every  $\frac{1}{4}$  hr.), to which two handsome flights of steps descend.

'Hur präktigt speglar ej den strömmen af  
Torn, hjältestoder, slott og sångartempel,  
Och aftonrodnan öfver Riddarholmen,  
Der Sveriges ära sovver under marmor!'

(TEGNÉR).

(How magnificently do the tower, heroes' statues, palace, and temple of the Museæ reflect themselves in the stream, and the evening red over the Riddarholm, where Sweden's honour sleeps beneath marble.)

From the S.E. end of the bridge a broad and massive quay, constructed of granite like all the others at Stockholm, extends to the E. and S., along the E. side of Staden. This is the *SKEPPSBRO*, the landing-place of most of the large seagoing steamers, as well as of numerous local steam-launches. Approaching Staden from the N., we observe on the right the *Mynt-Torg* and the old *Mint*, a building with a façade of four columns, now occupied by various

public offices. The Mynt-Gata leads thence to the Riddarhus-Torg (see p. 304).

On a rocky height at the S.E. end of the Norrbro rises the \***Royal Palace** (Pl. E, 4), begun on the site of an earlier edifice by *Nicodemus Tessin*, a Swedish architect, in 1697, in the Italian Renaissance style. The work was interrupted by the wars in which Charles XII. was engaged, but was at length completed by Count *Carl Gust. Tessin, Härlmann, and Cronstedt* in 1753. This massive edifice, consisting of a ground-floor, an entresol, and two upper stories, with a flat roof, forms a rectangle 135 yds. in length and 127 yds. in width, and encloses a court which is nearly square in shape. The N. and S. façades are adjoined by four lower wings, extending to the E. and W., so that the N. façade is double the length of the central building. The N.W. portal, facing the bridge, is approached by a handsome carriage-drive, constructed in 1824-34, and called *Lejonsbacken* from the bronze lions, cast in 1704, with which it is adorned. On the S.W. side of the palace are two detached buildings forming a small semicircular outer court, one of them being the chief *Guard House*. On the N.E. side, between the projecting wings, is a small garden called the *Logård* or 'lynx-yard', which is said to derive its name from a small menagerie once kept here. It affords a fine view of the harbour, and communicates with Skeppsbrogatan by means of a flight of steps, but is not open to the public. The central quadrangle on the other hand, with the N.W., S.W., and S.E. portals, is always accessible. The private apartments are shown daily in summer, during the absence of the royal family, while the public rooms (*Festivitats-Våning*) may be visited at any time. The rooms on each floor are shown by a different attendant (*vaktmästare*; fee 1-2 kr.).

The PRINCIPAL ENTRANCE is on the S.W. side, adjacent to the Guard House. Passing the sentinel posted here, we turn to the left in the gateway and ascend a handsome staircase leading to the SECOND FLOOR. Here, on the right, are the sumptuous state apartments known as the *Festivitats-Våning*, once occupied by Charles XIV. John. Passing through the *Life Guard Saloon*, embellished with arms, the *Concert Room*, and the *Audience Room*, with ceiling paintings illustrative of the history of Alexander the Great by *Jacques Fouquet* (1700) and some old tapestry, we enter the *Red Saloon*, embellished with allegorical ceiling-paintings by Fouquet with reference to the youth of Charles XII., several busts in marble, and a valuable silver candelabrum of the time of Charles X. — Farther on we come to the *Grand Gallery*, 52 yds. long and 7½ yds. wide, richly decorated with stucco, marble, and gilding. The handsome doors carved in oak by *Henrion* in 1696-99, were designed by Fouquet. Ceiling-paintings also by Fouquet, those in the side cabinets being illustrative of war and peace. This apartment and the following contain a number of sculptures in marble by *Fogelberg, Byström, Molin*, and others. — The *Great Banqueting Saloon*, known as *Hvita Hafvet* ('the white sea'), a name derived from its white stuccoed walls, 45 yds. long and 38 yds. wide, was formed in 1845 of two rooms originally separate. The ceiling-paintings are by Italian painters of the first half of the 18th century. — The *Blue* and the *Red Cabinet*, and the *Bedroom* in which King Charles John died, are also shown.

The FIRST FLOOR of the same wing (on the right of the visitor ascend-

ing the staircase) contains the *Privy Council Rooms*, the *Seraphim Saloon* (for the knights of the Scraphim Order, the highest in Sweden, which is said to have been founded in 1276-90, and was reconstituted in 1748 and 1814), and the *Riks-Sal* or Imperial Hall, where the ceremony of opening the representative Chambers takes place. — On the left (of those ascending the staircase) are the *King's Apartments*, adjoined by the *Queen's Apartments*. The latter, in the N.E. wing, are entered from the passage leading to the Logård (p. 302). These apartments contain numerous portraits of members of the royal family, sculptures by Swedish masters, pictures by Scandinavian artists, magnificent gifts presented by foreign sovereigns, and other objects of value; but a visit to them will hardly repay a traveller whose time is limited. — The S.E. wing contains the *Palace Chapel* (service on Sundays at 11 o'clock).

The S.E. façade of the Palace, embellished with a colonnade, looks towards the *Slottsbacke*, or Palace Hill (Pl. E, 4), a handsome *platå* descending to the Skeppsbro. The Slottsbacke is adorned with an *Obelisk*, 100 ft. in height, erected in 1799 by Gustavus IV. in memory of the loyalty of the citizens of Stockholm during the war against Russia in 1788-90, while the attitude of the nobility was hostile to their sovereign. At the foot of the Slottsbacke, on the Skeppsbro, rises the finely executed \***Monument of Gustavus III.** (Pl. E, 4), by J. T. Sergell, a Swedish sculptor, erected in 1808 by public subscription in honour of that chivalric monarch. The rudder on which the statue of the King leans is an allusion to his naval victories. This point commands a fine view of the harbour and the Skeppsholm.

The *Governor's House* (*Överståthållare-Huset*; Pl. 30; E, 5), on the S.E. side of the Slottsbacke, which possesses a handsome court, was erected by the distinguished architect Nicod. Tessin (p. 302), to whom it originally belonged.

At the S.W. end of the Slottsbacke rises the **Storkyrka** (*Great Church*; Pl. 27; E, 5), which, according to the inscription, was founded by Birger Jarl in 1264, and entirely rebuilt in 1726-43. The unpleasing tower is 184 ft. in height. In the interior, which consists of a nave with double aisles, is a valuable altar-piece in silver, ivory, and ebony, embellished with 18 scenes from the Passion (beginning of 17th cent.). An interesting candelabrum with seven branches, of the 14th cent., presented by King Magnus Smek, a picture by Ehrenstrahl (d. 1698), ancient tombstones, and the rich treasury of silver vessels are also objects of interest. (The *Klockare* or sacristan lives at Svartmansgatan 22; fee 1½-1 kr.)

A short street leads from the Slottsbacke to the S. to the **STOR TORG** (*Great Market*; Pl. E, 5), the central and highest point of the old town, on the N.W. side of which rises the *Exchange* (Pl. 12), where business begins at 1. 30 p.m. daily. In this market-place several tragic scenes have been enacted. In 1280 Magnus Ladulås caused three members of his own family to be executed. In 1437 Erik Puke, and in 1605 the royal counsellor Bjelke were also beheaded here. The saddest event in the annals of the city, known as the *Stockholm Blood Bath*, took place in the Stor-Torg on 10th

and 11th November, 1520, when Christian II. of Denmark caused a great number of his opponents to be executed here with a view to consolidate his power in Sweden, but with the result that the Danes were soon afterwards expelled from the country.

Numerous steep lanes, called *Brinke* and *Grände*, intersected by transverse streets, descend from the Stor-Torg to the Skeppsbro to the E., and to the *Stora Nygata* to the W., forming the headquarters of the humbler class of tradesmen, whose Swedish characteristics will interest many travellers.

In the Svartmans-Gata, to the S.E. of the Stor-Torg, rises the *Tyska Kyrka* or German Church (Pl. 28; E, 5), erected in 1636-42 on the site of an earlier edifice, but severely damaged by a fire in Oct. 1878, on which occasion the tower with its set of chimes resembling those in Holland was burned down. The pulpit and the altar were presented by German merchants in the 17th century.

We now descend to the S.W. to the *Stora Nygata*, which leads to the N.W. to the Riddarhus-Torg. At the S.E. end of the Nygata lies the *Kornhamns-Torg* ('corn-harbour market'; Pl. E, 5), where we may turn to the left to Slussen, leading to the Södermalm, or to the right to the *Mälar-Torg* and the *Kött-Torg* ('meat-market'; Pl. E, 5), which is intersected by the railway. These quays command fine views of the picturesque hills of the Södermalm. To the N. of the *Kött-Torg* we next reach the *Munkbro* (Pl. D, 5), the busiest scene of the market-traffic of Stockholm, and the landing-place of many of the smaller Mälare steamers. No. 2 in the Lilla Nygata, which diverges from the *Munkbro* to the S.E., is the *Petersenhus*, once the property of Queen Christina, and recently restored.

The **RIDDARHUS-TORG** (Pl. D, 5), bounded on the N.W. side by the Riddarhus and the Town Hall, is adorned with a **Statue of Gustavus Vasa**, designed by *L'Archevêque*, and erected in 1773 by the Swedish nobility on the 250th anniversary of the day when the king entered Stockholm and delivered his country from the oppressive Danish yoke. On 13th July, 1756, Count Brahe, Barons Horn and Wrangel, and others were brought to the scaffold here for the crime of conspiring to undermine the constitution. On 10th June, 1810, Marshal Axel v. Fersen fell a victim here to the fury of the populace, who were seriously alarmed by the sudden death of the crown-prince, and believed that he had been poisoned by the marshal.

The **Riddarhus** (*Knights' House*; Pl. 35; D, 5), a brick structure, erected in 1648-70 from designs by *Simon de la Vallée*, is adorned with Latin inscriptions and allegorical figures on the façade. On the first floor is a large room embellished with the armorial bearings of all the Swedish nobles, and with ceiling-paintings by Ehrenstrahl, where the Upper Chamber held its meetings down to 1866. A room on the ground-floor contains portraits of all the marshals of Sweden from 1627 to 1809, with the exception of Gen-

eral Lewenhaupt, who was beheaded in 1743, and was blamed by the nobility for their want of success in the war against Finland in 1740-43. The custodian (*vaktmästare*) lives in the building, and is to be found daily in the vestibule of the first floor (fee 1½-1 kr.).

Adjoining the Riddarhus, on the opposite side of the Riddarhus-Gata which leads to the N.W. to the Vasa Bridge, rises the **Town-Hall** (*Rådhuset*; Pl. 34; D. 5), once the palace of Count Bonde, the royal treasurer, and converted to its present use in 1731. The Council Chamber contains several antiquities connected with the history of the town. (Apply to the 'vaktmästare'.)

From the Riddarhus-Torg a bridge leads to the S.W. to the **RIDDARHOLM** (Pl. D, 5), on which rises the \***Riddarholms-Kyrka** (Pl. 25), with its conspicuous perforated spire of cast iron, 290 ft. in height. It was formerly the church of the Franciscans, and has for centuries been the burial-place of the kings and most celebrated natives of Sweden. The building is in the Gothic style, but has been disfigured by Renaissance additions and alterations. Divine worship has not been performed here since 1807, except on the occasion of funerals. The principal entrance is at the W. end. (Admission on Tuesdays and Thursdays, 11-2, 25 ö.; Saturdays, 12-2, gratis.)

The walls of the church are embellished with the armorial bearings of knights of the *Seraphim Order* (p. 303), and the pavement is formed of tombstones. Flanking the high altar are the *Monuments of Kings Magnus Ladulås* (d. 1290) and *Charles VIII.* (d. 1470), erected during the reign of John III. in the 16th century. On the right (S.) is the *Burial Chapel of Gustavus Adolphus* (*Gustavianska Grafkoret*), constructed in 1633 in accordance with instructions given by the king in 1629 before his departure for Germany. Since 1832, the 200th anniversary of the famous monarch's death (at the battle of Lützen, 6th Nov. 1632), his remains have reposed in a green marble sarcophagus, executed in Italy by order of Gustavus III. for the reception of the body of his father Adolphus Frederick, but unused till 1832, when the remains of Gustavus Adolphus were transferred to it by Charles XIV. John. It bears the simple inscription: *Gustavus Adolphus Magnus*. Between the windows of the chapel are placed Austrian, Russian, and other flags as trophies of the king's victories. In the vault below are interred *Maria Eleonora of Brandenburg* (d. 1655), the queen of Gustavus Adolphus; kings *Adolphus Frederick* (d. 1711), *Gustavus III.* (d. 1792), and *Charles XIII.* (d. 1818), with their queens, and other members of the Holstein-Gottorp family. — On the opposite (N.) side of the church is the *Caroline Chapel* (*Karolinska Grafkoret*), constructed in 1686-1743. It contains the sarcophagus of *Charles XII.* (d. 1718), in black marble, on which is placed a lion's skin in brass, with a crown, sceptre, and sword. To the right is the marble sarcophagus of *Frederick I.* (d. 1751), and on the left repose his queen *Ulrica Eleonora* (d. 1742), sister of Charles XII. Between the windows are trophies formed of captured Polish, Danish, and Russian flags. In the vault below are interred *Charles X.*, *Gustavus* (d. 1660), *Charles XI.* (d. 1697), and their queens, and several princes of the Vasa family. — Adjoining the Chapel of Gustavus, on the S. side of the choir, is the *Bernadotte Chapel* (*Bernadotteskaka Grafkoret*), designed by Prof. Scholander, and constructed in 1858-60. A massive sarcophagus of porphyry here contains the remains of *Charles XIV. John* (*Bernadotte*, d. 1844). The vault below contains the coffin of his queen *Desideria* (d. 1860), and those of *Oscar I.* (d. 1859) and *Charles XV.* (d. 1872), the queen of the latter, and several members of the royal family.

In the aisles of the church are the burial-vaults of *Count Lewen Haupt*, adorned with numerous Russian flags; *Count Wachtmeister v. d. Fersen*, also with Russian flags; *Count Torstensson*, with a marble bust of *Marshal Lennart Torstensson* (d. 1651), with numerous Austrian and other flags; *Count Vasaborg*, with Austrian flags; *Marshal Banér* (in the centre of the S. aisle, visible through a pointed doorway), with the armour of the marshal (d. at Halberstadt, 1641) and many Austrian flags; and lastly the *Stryks Family*, with Russian, Polish, Austrian, Danish, Saxon, and other flags.

On the Riddarholm are also situated the *Riksdagshus* or Assembly Hall of the Chambers (Pl. 36; D, 5), originally erected in 1794, but rebuilt in 1866, occupying the site of the old Franciscan monastery; the *Svea Hofrätt* (Pl. 18; D, 5), which was occupied by the royal family in 1697-1754, previously to the completion of the palace; and the *Riks-Arkiv* (Pl. 5; D, 5).

In the centre of the island is the *BIRGER-JARLS-TORG*, embellished with a \**Statue of Birger Jarl* in bronze, which was designed by *Fogelberg*, and erected by public subscription in 1854. — The *Railway Bridge* (toll 2 ö.), crossing from the Riddarholm to the mainland to the N.W., has a foot-way on the N.E. side, from which a path descends to the *Strömborg* (Pl. D, 4), a small island containing a restaurant and baths.

#### THE NORTHERN QUARTERS OF THE TOWN.

At the N. end of the Norrbro lies the *GUSTAF-ADOLFS-TORG* (Pl. E, 4), in the centre of which rises a lofty pedestal of Swedish granite and marble, bearing an equestrian *Statue of Gustavus Adolphus*, in bronze, designed by *L'Archevêque* in 1779, but not erected till 1796. The pedestal is adorned with bronze reliefs of the Swedish generals Torstensson, Wrangel, Banér, and Königs-marek. On 6th Nov., the anniversary of the celebrated king's death, crowds of Stockholmers assemble round the monument, singing hymns and particularly the lines composed by Gustavus himself before the battle of Lützen ('Förfäras ej du lilla hop'; i. e. 'fear not, little band').

On the W. side of the market-place rises the *Palace of the Crown Prince* (Pl. 31; D, 4), erected in 1783-93, and now unoccupied. The principal building on the N. side is the *Hotel Rydberg*; and on the E. side is the *Stora Teater* (Pl. 10; E, 4; p. 299), designed by *Adlercrantz*, and erected by Gustavus III. in 1775-82, who dedicated it to the 'National Poetry' (*Patriis Musis*) of which he was an ardent admirer and patron. Among the visitors to the court of Gustavus were Kellgren, Lidner, Leopold, and Bellman, the chief founders of Swedish literature. It was in this theatre, at a masked ball on 16th-17th March 1792, that Gustavus III. was assassinated by Capt. Ankarström.

Immediately to the N. of the Theatre is the *Jacobs-Kyrka* (Pl. 23), where Marshal Horn is interred (d. 1659), adjoining which on the E. is the *KUNGSTRÄDGÅRD* ('King's Garden'; Pl. E, 3),

adorned with statues of two Swedish monarchs, and embellished with avenues and flower-beds. At the end of the promenades next to the quay rises the **Statue of Charles XII.**, by *Molin*, surrounded with four mortars captured by that king, after which this part of the quay is called *Carl XII's Torg*. (Steamers to the Djurgård and other places, see p. 298.)

The \***Fountain** in the centre of the grounds, also by *Molin*, is embellished with handsome bronze statues of northern river and marine gods. — Nearly opposite the fountain, on the E. side of the grounds, rises the *Dramatiske Teater* (Pl. 41; p. 299), erected in 1842.

A little to the N. of the fountain rises the **Statue of Charles XIII.**, the least popular of all the kings of Sweden, erected by Charles XIV. John to the memory of his adoptive father. It was designed by *Prof. Göthe* and cast at Paris. The handsome lions at the foot of the monument are by *Fogelberg*. — To the N.W. of the statue, and adjoining the Hamn-Gata, is the building of the \***Konstförening** (Pl. 19; E, 3), with *Blanch's Café* on the ground-floor. The entrance to the picture-gallery of the Konstförening, which deserves a visit (see p. 299), is on the W. side of the building, in the Trädgårdsgata. The collection consists of modern works by many of the most eminent Swedish artists, some of which are the property of members, while others are for sale.

A little to the E. of the Kungsträdgård, and adjoining the Hamn-Gata and the Nybro, is the shady **BERZELII PARK** (Pl. E, 3), named after a *Statue of Berzelius* (d. 1848), the chemist, by *Qvarnström*. Adjacent is *Bern's Salong*, a favourite café, where a band plays in the evening. To the N.E. is situated the *Ladugårdsland* quarter of the city. To the S. of the Berzelii Park is the Varendorf Gata with the new *Synagogue* (Pl. 39; E, 3), designed by *Prof. Scholander* and erected in 1870.

On the **BLASIEHOLMS-HAMN**, at the S. end of the Kungsträdgård (Pl. E, F, 4), are situated the *Grand Hotel* (Pl. a) and the *National Museum* (see p. 312).

From the Gustaf-Adolfs-Torg (p. 306) diverge several of the most important streets in Stockholm, containing the best shops. To the W. runs the busy *Fredsgata*, at the end of which, on the right, is the *Academie för de fria Konsterna* (Pl. 1; D, 4), founded in 1735 for the education of painters and sculptors. Near it is the *Post Office* (Pl. 33; D, 4).

To the N.W. of the Fredsgata runs the long and well-built *Drottning-Gata*, nearly parallel with which is the important *Regerings-Gata*, diverging from the Gustaf-Adolfs-Torg. Between these streets lies the *Brunkebergs-Torg* (Pl. D, 3), which occupies the site of a considerable sand-hill, removed to make way for this market-place. At the S.E. corner is the *Kung Karl Hotel* (p. 295), and at No. 15 is the *Slöjdforenings-Museum* ('mechanical union';

Mond., Wed., Sat., and Sund., 1-3, adm. 10 ö.). In the Beridarebans-Gata, a little to the N.W. of the Brunkebergs-Torg, is the *Central Gymnastic Institution* (Pl. 17; D, 3), established in 1813 through the influence of *P. H. Ling* (d. 1839). In the Mäster-Samuels-Gata, a few paces to the N.W., is the handsome **Slöjdskola** (Pl. 38; D, 3), or *Mechanical School*, containing a library and collection of models (daily, 8-10 and 3-5 o'clock) and the *Landbruks-Academiens Museum*, or *Agricultural Museum* (daily, 12-3). The geological collection here is shown on application to the 'vaktmästare'. On the opposite side of the street, at the corner of the Beridarebans-Gata, is the *Landbruks-Academiens Bibliotek* (Pl. 2; library open Wed. and Sat., 12-2).

Between the Drottning-Gata and the Railway Station is situated the **Clara-Kyrka** (Pl. D, 3), erected in 1751-53 after the destruction by fire of an earlier church founded in 1285. It contains sculptures by *Sergell*. ('Klockare', Klara Västra Kyrkogatan 14 A.) In the adjoining churchyard the poet *Bellman* (d. 1795; p. 322) lies buried.

In the Drottning-Gata (No. 71, A, C), about 7 min. to the N.W. of the Clara-Kyrka, is situated the \***Ethnographical Museum** (Pl. 13; C, 2), a very interesting collection of Scandinavian curiosities, founded by *Dr. Arthur Hazelius* in 1873. The 'First Annex', containing the Norwegian department, is at No. 45, about 150 yds. lower down the street on the same side, and the 'Second Annex' is at No. 79, a few doors above No. 71. The entrance to the principal collection is in the S. pavilion, No. 71 A. The attendants are women in the picturesque costumes of Darlecarlia. (Admission, see p. 299.)

I. Room. On the left, \*Interior of a house in the district of Ingelstad in the province of Skåne, with figures in the costume of the end of last century; kitchen from the province of Halland, first half of this century; \**Vingåkerstuga* from Södermanland, 1820, with the figure of a girl receiving presents on the day of the third proclamation of her banns of marriage. On the opposite side of the room are glass cases containing tools and various utensils, \*bridal trinkets, gloves, head-dresses, etc., chiefly of the 18th and 19th centuries.

II. Room. On the right is a glass press containing tankards, drinking cups, ornaments, tools, and several 'pilehankar' and 'pilebojar', or ligatures made of willow, and actually used by the peasantry as charms down to the present day. In the centre is a stand with 30 movable frames containing views and figures in curious and picturesque costumes. On the walls are primitive horse-collars, a 'Runic staff', tools, etc., chiefly from Gotland.

III. Room. In glass-cases by the windows are bridal trinkets from Skåne, including several of the silver spoons which brides wore suspended by chains, and afterwards used by the bride and bridegroom at table.

IV. Room. Group from the Härad of Vemmenhög in Skåne.

We next visit the NORTH PAVILION, on the other side of the Garden. Entrance, Drottning-Gatan, 71, C.

The small room to the right of the entrance contains objects from Denmark: that on the left, articles of dress worn by Swedish settlers in Finland.

I. Room. On the left a glass-press with girls' caps, head-dresses,

trinkets, gloves, etc., from Helsingland. Opposite is a press with wooden beer-tankards, wooden mortars for pounding coffee, a primitive hurdy-gurdy, and rustic horns. The presses on the other side of the room contain costumes, utensils, musical instruments, etc., from Finland. The 30 rotatory frames of the stand in the centre contain figures in German and other costumes.

II. Room. On the right, a sledge said to have been once used by Charles XII. during his last campaign against Norway. Rustic group of five figures in Helsingland costumes. Another group, in costumes of the same district, represents two wooers surprised by paterfamilias. Weaving looms from Lapland. In the glass-cases flanking the window-wall are (beginning from the entrance to the room) old armour, weapons, and tools, numerous 'bogskott' (shoulder-pieces for horses) in elk-horn, curious pocket-knives, locks and keys, Runic staves, beggars' clubs (which used to be given to beggars to enable them to get relief at the next house they came to), watchmen's staves, etc., from Helsingland. Then, from Herjedalen, a case with very miscellaneous contents, including a 'pan ring', made of pieces of wood placed edgewise, and used as a stand for hot pans; also a specimen of 'fladbröd' partly made of bark. Next from Jemtland, Ångermanland, Lapland and elsewhere, spoons, pouches, ladies, dolls manufactured by Esquimaux women in Greenland; model of a Greenland canoe, belts, 'kastbräder til fogelspil' (a kind of game), etc.

III. Room. Costumes, etc., from Helsingland, and a number of curious old horse-collars hung on each side of the window.

We next visit the 'First Annex', containing the Norwegian department. Entrance, Drottning-Gatan 45. (Admission, see p. 299.)

#### I. (ENTRANCE) Room. Old wood-carving.

II. Room. On the right numerous 'rullefjöl' (pieces of wood used for mangling linen by hand), some of them elaborately carved and painted; horse-collars; ornamental sledges; curious carved cabinet of 1647 between the windows, with scenes from the creation, fall, and redemption of man; small cabinet carved in oak, 1650; carved bedstead, 1667. In the centre a stand with 30 revolving frames containing Norwegian views and figures in national costume; and a figure of a Norwegian student, with his distinguishing cap and tassel.

III. Room (to the left of the 2nd). Glass press containing wooden tankards, carved and painted.

IV. Room. On the left, glass cases with embroidery, trinkets, belts, etc.; then a rudely carved and painted bedstead; another glass case contains handsome old belts formerly worn in the Sætersdal. The glass cases by the windows are filled with powder-horns of the 16th-18th centuries, iron tools, knives, snuff-boxes, etc. In the centre and on the walls are old halberds, spears, and other weapons.

V. Room. On the walls and in the glass press are numerous wooden ale-bowls, painted and carved, some of them very large, the finest being in the press. In the glass case to the left of the press, stones used for smoothing linen, etc. Glass case to the right: carved boxes, 'Tejer' (a kind of basket or sieve used for separating cheese from the whey), and two 'Budstikker' (wooden cases for official messages, which the peasantry of each district were bound to carry to a certain point, where they were planted in the earth to await their conveyance through the next district). In the glass-cases by the windows, wooden spoons and butter-moulds, some of them tastefully carved; ale-goblets in the shape of geese and other birds, etc., chiefly of the 18th cent.; then a number of 'Eiskistskoppe' (a kind of goblet) and 'Koks' (small vessels with handles). To the left of the windows is a 'Kubbesol' (chair formed of a Kubbe or trunk of a tree), with a number of human teeth driven into it in accordance with a superstitious practice of thus disposing of decayed teeth for the purpose of warding off toothache in future. A glass case adjacent exhibits a fine collection of silver trinkets.

VI. Room. On the left a glass case with relics of the flint, bronze, and early iron periods; two others with old swords, axe-heads, etc. — A glass press with candlesticks and lamps.

The 'Second Annex', containing a large and very miscellaneous collection, occupies the first and second floors of No. 79 Drottning-Gatan. (Admission, see p. 299.)

FIRST FLOOR. In the *Vestibule* a handsome old carved cabinet.

*Room I.* On the right, uniforms, helmets, etc., chiefly of the 18th and 19th centuries. At the second window a curious old horse-bit found in 1634. On the adjacent wall are hung two old '*lyktor*' (lanterns) from a man-of-war. Between these stands a portrait-figure of Charles XII. Opposite the windows a leathern jacket worn by Gen. Akrett at the Battle of Leipsic.

*Room II.* On the right a glass press with goblets, powder-horns, seals, jewel-cases; on the second shelf from the top is a rude wooden '*käsa*' (a kind of bowl) with an ornamental handle resembling a screen, bearing baronial coats-of-arms, and dated 1681. By the door a kind of steelyard in wood. 1st Window: a distaff of 1727. Then a glass case with dolls and infants' clothing, 1600. Between the 2nd and 3rd windows: richly embroidered purses and pouches. 3rd Window: primitive stained glass, including 'Daniel, 1503'; old porcelain. On the adjoining wall a handsome mule-cloth in worsted-work with armorial bearings. In the centre two stands containing richly embroidered articles of dress, elaborate tapestry, curious old lace and needlework. Between these stands is another with 30 revolving frames exhibiting figures in French and other costumes.

*Room III.* (small room to the right of the entrance to the 2nd Room). Rich costumes and uniforms, including a '*brudstubb*' (bridal petticoat) and a muff of 1700. Perambulator used by Charles XV. when a child.

*Room IV.* (beyond the 2nd Room). Handsome carved cabinets and chests; oaken bedstead from Aalborg in Denmark; earthenware beer-mugs. To the left of the entrance to the next room, remains of the gun used by Vahlberg (d. 1856), the naturalist, in Africa.

*Room V.* Opposite the windows a glass press with reminiscences of Gustavus III., Oscar I., Charles XV., etc. — In the centre 30 revolving frames with portraits and autographs of celebrated Swedes.

*Room VI.* Interesting collection of strong boxes or safes belonging to the various guilds of Stockholm. Those of the smiths, opposite the windows, have extraordinarily complicated locks (1727). That of the brassfounders, by the entrance to the next room, is handsomely mounted in brass (167<sup>2</sup>). In the glass press, metal tankards and goblets and curious old money-boxes.

*Room VII.* Guild-seals from various parts of Sweden. To the right, by the window, well-executed bookbinders' stamps. In the doorway to the next room, bread-stamps, 17th century.

*Room VIII.* Nothing noteworthy.

*Room IX.* Four handsome embossed water-vessels in copper, 17th century. In the window a copper '*kylbäcken*' (cooling-vessel) and mortars, 16th and 17th centuries. In the glass-cases, brazen candlesticks, etc. — On one of the walls are hung handsome old brazen bed-warmers.

SECOND FLOOR. Turning to the right, we enter the —

*1st Room.* On the right several '*käfvelden*' (mangle-rollers), horse-collars, wooden steelyards. 2nd Window: wooden locks from Vermland. Harness-pins in bone, 1650. Glass-press with curiosities from Vermland; in the centre an iron candlestick used by itinerant musicians.

*2nd Room.* On the right, cowherd's horns and other rude instruments, almanac staves, a '*skarfstock*' etc.; then a '*bykladd*' (parish register), or staff inscribed with the names of 100 landowners in the village of Färnäs and its public accounts down to 1857. 1st Window: numerous '*kassstöck*' from Dalecarlia. 2nd Window: gorgeous bridal ornaments and trinkets. In the centre three glass-cases with remains of tools of the flint period. Opposite the windows: cradles, ironing stones, women's caps, etc.

*3rd Room* (to the right of the entrance to the 2nd). Rustic costumes, distaffs, reels, and bobbins.

*4th Room* (beyond the 2nd). Locks; walking-sticks with metal handles used as axes; knife-cases.

*5th Room*. 2nd Window: a glass case containing carved wooden spoons and others with movable rings cut out of a single piece. On the right side of the window, several pan-rings. 3rd Window: Rude old horse-bits and portions of harness. Numerous horse-collars. In the centre, remains of ancient canoes.

*6th Room*. 1st Window: several handsome 'lunor'. In the window a 'julbock' in straw (used as a plaything at 'Yule'). In the centre a stand with 30 revolving frames with views and costumes. A collection of costumes, etc.; also several 'vägglusbräder', drilled with holes ('bug-traps').

*7th Room*. Old book-bindings; carved reading-desk; several 'nyckel-harpor' ('key-harps', an elaborate stringed instrument).

In the *8th Room*, costumes, etc.; in the *9th*, ecclesiastical relics; in the *10th*, figure of a convict in irons, wooden stocks, an executioner's axe, etc.

Just beyond the last-named collection the Rörstrands-Gata diverges to the S.W., in which is situated the tasteful Gothic *English Church* (Pl. 21).

On the right in the Drottning - Gata, nearly opposite the Rörstrands-Gata, is the **Academy of Science** (*Vetenskab Academie*; Pl. 4; C, 1), founded by Swedish savants in 1739, and endowed by government in 1741. The first director was *Karl von Linné* (*Linnæus*; 1707-78), the celebrated botanist. The academy now numbers 175 members, of whom 75 are foreigners. The building also contains the valuable *\*Natural History Collection*, the property of the state, comprising numerous specimens of northern fauna, minerals, etc. (Admission Wed. 11-1, Sund. 1-3; on Sat., 11-1, 25 ö.)

A few paces to the E. of the Academy of Science rises the **Adolf-Fredriks-Kyrka** (Pl. C, 1), designed by *Adlercrantz*, erected in 1768-74, and containing an altar-piece (the Resurrection) in plaster, by *Sergell*. There is also a monument here to *Descartes* (d. at Stockholm, 1650), the famous French mathematician and philosopher, whose remains were removed to Paris in 1661.

In the Drottning - Gata, on the left, a little beyond the Academy of Science, is the handsome **Technological Institute** (Pl. 46; B, 1), designed by Prof. *Scholander*, and erected in 1863, adjoining which is the *Bergskola* or School of Mining. The library and collections of these establishments are open to the public on Mondays and Thursdays, 12-2 o'clock. On a height at the end of the Drottning-Gata rises the **Observatory** (Pl. B, 1), erected in 1748-52, commanding a fine view of the city ('vaktmästare' 25 ö.).

About 7 min. walk to the E. of the Adolf-Fredriks-Kyrka, and the same distance to the N. of the Berzelli Park, is situated the **Humlegård** (Pl. E, 1), a park laid out in the 17th cent., with fine old avenues, and, as its name imports, occupying the site of an old 'hop-garden'. Near the S. side of this park rises the **Riks-Bibliotek** or *National Library* (Pl. 11), designed by *Dahl*, and erected in 1870-76, containing upwards of 200,000 printed

books and 8000 MSS. (Admission daily, 12-2 o'clock, except Sat. and Sund.) Among its treasures may be mentioned the *gigas librorum*, being a collection of 300 large charters and deeds on parchment, dating from the 9th-13th centuries; and a Latin Bible with notes made by Luther in 1529; both taken by the Swedes during the Thirty Years' War, the former from Prague, the latter from Wittenberg.

#### THE NATIONAL MUSEUM.

At the S. end of the Blasieholm (p. 307) rises the \***National Museum** (Pl. F, 4), designed by *Stüler* of Berlin, and erected in 1850-65, a handsome edifice in the Renaissance style, with round-arched Venetian windows, and a portal of greenish Swedish marble. Over the portal are placed medallion-reliefs of six famous Swedish scholars and artists: *Fogelberg*, the sculptor; *Ehrenstrahl*, the painter; *Linnæus*, the botanist; *Tegnér*, the poet; *Wallin*, the Orientalist; and *Berzelius*, the chemist; and statues of *Tessin*, the architect, and *Sergell*, the sculptor. The museum comprises the following collections: on the Ground Floor the *Historical Museum* and the *Cabinet of Coins*; on the First Floor the *Drawings* and *Engravings*, antique and modern *Sculptures*, and a collection of *Armour* and *Weapons*; on the Second Floor the *Picture Gallery* and *Collection of Costumes*. Admission, see p. 299; catalogues in the different departments.

On entering the handsome vestibule, where sticks and umbrellas are given up on the left (2 ö. each), we observe three colossal statues of northern deities in marble by *Fogelberg*: below, on the right, is *Odin*, on the left *Thor*, and above them *Baldur*. Opposite the entrance a few steps descend to the —

**Ground Floor**, which contains the admirably arranged —

\*\***Historical Museum**, or *Museum of Swedish Antiquities*, an interesting collection of great value, founded in the 17th cent., and recently much extended by the efforts of *Hr. Hildebrand*. It now consists of all kinds of objects for domestic, agricultural, and ornamental uses, weapons, implements, etc., from the prehistoric period of Swedish culture down to the present time.

A glass-door leads into the **VESTIBULE**, where a copy of the excellent *Catalogue by O. Montelius* may be purchased ( $1\frac{1}{2}$  kr.).

Rooms I. & II. contain **OBJECTS OF THE FLINT PERIOD**, a prehistoric era when the use of metal was unknown, and when the primitive implements of the chase and others were made of flint, bone, or wood. The principal objects here are arrow-heads, axes, earthenware vessels, and amber-beads, most of which were discovered in ancient tombs. (No 'Kjøkkenmøddinger', or kitchen-middens, like those in Denmark, have been found in Sweden.)

Room III. **Press 137. OBJECTS OF THE BRONZE PERIOD**, an epoch supposed to have begun in Sweden about a thousand years before Christ, when its inhabitants came for the first time into contact with the more civilised natives of Asia and S. Europe. They probably obtained their

bronze from the south, and many of the relics exhibited here must have been imported in a finished condition (e.g. the shield E in the upper part of *Press 2*). Among the objects which are believed to be of Scandinavian manufacture, those of the earlier bronze-period are particularly well executed and tastefully ornamented (as the axe I in the lower part of *Press 2*; the sword A in *Case 22*). The only other metal known at that period to the inhabitants of the north seems to have been gold (see *Press 4*, upper part; *Case 11*, by the window).

*Presses 38, and foll.* OBJECTS OF THE IRON AGE. Shortly before the Christian era the Swedes became acquainted with iron and its uses (a metal which was known to the Egyptians between two and three thousand years, and to the Greeks upwards of one thousand years earlier). About the same period they also began to use silver, glass, ivory, and foreign coins, chiefly Roman, which last are especially valuable as they aid us in fixing the date of their probable introduction into the country. The objects of the earlier iron period, and even those of native origin, are generally remarkable for their tasteful forms and refined ornamentation, a circumstance probably to be ascribed to the influence exercised by the culture of the Roman imperial epoch even upon nations far beyond the confines of the great empire. Several imported Roman objects are to be seen (e.g.) in *Press 39*: A and B. Bronze vessels, F. Bronze statuette of Juno, 4. Bull; in *Press 43*, glass goblets. *Cases 47-56* contain gold trinkets of the earlier iron age: necklaces, rings, and gold 'bracteates' (i.e. thin *bracteae* or plates of metal stamped on one side only, and used as ornaments), some of them bearing Runic inscriptions. *Presses 91, 92, and Table 93*, contain handsome swords, shield-knobs, etc., in bronze, silver, and iron. — During the last centuries of the iron age (about A. D. 700-1050), after the decline of Roman influence, an entirely new and national taste gradually developed itself, its chief outcome consisting of rich ornamentation formed of flourishes, serpentines, and fantastic figures of animals. To this period belong the trinkets and other objects of the 9th-11th centuries in *Cases 57-90*. Under letter D, in *Case 60*, are exhibited the earliest Swedish coins. Numerous foreign coins, including Arabian, German, Bohemian, Dutch, Anglo-Saxon, and Irish (most of which, however, are preserved in the Cabinet of Coins, see below), are not merely reminiscences of the extensive foreign commerce once carried on by the Swedes, but doubtless of the predatory expeditions of the Vikings also. Under letter C, in *Case 107*, are four small slabs cast in bronze, probably belonging to a belt, and interesting on account of the figures of men and animals upon them, which afford us an idea of the costumes worn during the latest period of paganism. Here, too, are a number of handsome silver and bronze buckles. — The ANTIQUITIES FROM THE ISLAND OF GOTLAND are exhibited in separate cases: *Nos. 118-123*. Early Iron Period; *Nos. 124-135*. Later Iron Period.

The following rooms, dedicated to mediæval and modern times, are less interesting than the first three.

MEDIÆVAL OR ROMAN CATHOLIC PERIOD (about 1050-1527). Room IV.: Censers, crucifixes, reliquaries, chalices, patens, brooches, sacerdotal vestments, parchments and seals, partisans, swords. — Room V., a sunken apartment, divided like a church into nave, aisles, and choir by means of eighteen pillars, contains tombstones with Runic and other inscriptions, fonts, choir-stalls, carved shrines, crucifixes and other objects in carved wood, stained glass, etc.

MODERN PERIOD (from the Reformation down to the present day). Rooms VI & VII.: Furniture, implements, trinkets, orders, silver-plate (thus B, C, in *Press 23*, two goblets presented by the town of Nuremberg to Gustavus Adolphus in 1631), bridal crowns (*Press 24*), enamels, crystals, etc., together with numerous memorials of Swedish monarchs, from Gustaf Vasa downwards.

The CABINET OF COINS is also on the ground-floor. A number of medals are exposed to view in glass-cases, but most of the coins are kept in presses, and are shown by special permission only.

We now return to the staircase, pass the 'Garderobe' on the first landing, ascend the white marble steps to the —

**First Floor**, and enter by a door on the left.

**Room I. Engravings and Drawings.** The Collection of Engravings (catalogue 25 ö.), the foundation of which consists of the Crozat Collection purchased at Paris in the first half of the 18th cent. by Count Tessin, the architect (pp. 302, 303), now numbers upwards of 50,000 plates.

In the glass-cases are exhibited the most valuable: 24. *School of Marc Antonio*, Engraving from part of Michael Angelo's famous cartoon of the 'Soldiers Bathing' ('the climbers'); 32-43. *A. Dürer* (34. Knight, death, and the devil, 1513; 35. Adam and Eve, 1504; 36. Melancholy, 1514; 38. Great happiness); 63. *Lucas van Leyden*, Dance of Mary Magdalene; 172-181. *Rembrandt* (172. The celebrated 'hundred-florin plate', Christ healing the sick), etc.

The Drawings, particularly those of the Netherlands Schools, are also very valuable.

Among them should be noticed a large and admirable portrait by *Lucas van Leyden*; about a dozen genuine drawings by *Rubens* (including a study for the Rustic Dance and busts of Ferdinand and Francesco Gonzaga); nearly as many by *Van Dyck*, rare and excellent (an English couple, Crucifixion of St. Peter, C. van Geest, etc.); a series of very clever sketches by *Adr. Brouwer*, *D. Teniers*, and *Adr. van Ostade*, and above all about 50 admirable and important drawings by *Rembrandt*. Of these last, ten are exposed to view, and the others are kept in portfolios. They are chiefly sketches for pictures (Christ appearing to Mary, for his picture at Brunswick; Sacrifice of Manoah, at Dresden; Abraham's Sacrifice, at St. Petersburg, etc.); also a portrait of Titia van Ulenburgh, his sister-in-law (1639), and several valuable studies.

**Room II. CERAMIC COLLECTION.** Chinese porcelain; majolica from Urbino and other Italian manufactories, chiefly purchased by N. Tessin (p. 302) in Italy at the end of the 17th cent.; in the centre a large Moorish-Spanish vase; antique vases, brought by Gustavus III. from Italy; lastly Swedish pottery and porcelain.

**Room III. The Collection of Sculptures** (catalogue 50 ö.) begins here. This room contains ANTIQUES.

Chiefly busts of the Roman imperial epoch, most of them being portraits (65. Bust of *Apollodorus*, an Athenian, with a Greek inscription, curious). Then: 45. Colossal bust of *Venus*. The gem of the collection is in the centre: \*1. *Sleeping Endymion*, in Parian marble, excavated in Hadrian's Villa at Tivoli in 1783, and purchased by Gustavus III. — Handsome *Candelabra* and a fine *Marble Vase*.

**Room IV. BRONZES**, chiefly modern copies.

Among the few Renaissance works here is, in the centre, No. 352. *Psyche borne by three Amorettes* (perhaps of German origin, under Italian influence). Also carved wood, ivory, and amber.

**Room V.** The principal ANTIQUES are exhibited here. They are all in the Græco-Roman style of the empire, and many of them are marred by restoration.

Nos. 3-12. *Apollo Citharaedus* and the *Nine Muses*; 2. *Athena*; 201-221. *Greek tombstones*; 228-236. *Roman tombstones*. In the centre: \*178. *Fountain*, with an interesting relief relating to Romulus and Remus; 179. Handsome *rhyton* (drinking-vessel) in marble.

**Room VI.**, a large saloon containing CASTS, with a fine view from the windows.

Room VII. MODERN SWEDISH SCULPTURES, comparatively uninteresting to those who have seen the Thorvaldsen Museum at Copenhagen.

Nos. 357-372. *Johan Tobias Sergell* (1740-1814; founder of the Swedish school of sculpture; in the centre, 359. Psyche, trying to detain Cupid, his master-piece; 362. Colossal bust of Gustavus III., to whose court the sculptor was invited); 373-376. *Erik Gustaf Göthe* (1779-1838); 377-389. *Johan Niklas Byström* (1783-1848; pupil of Sergell); 390-396. *Bengt Erland Fogelberg* (1786-1854); 397. *Carl Gustaf Qvarnström* (1810-67); 398-401. *Johan Peter Molin* (1814-73); several works by *J. Börjesson*, No. 403. *Hylas*, by *Bissen*, a Dane; 404. *Magdalena*, by *Ant. Novelli* of Florence (d. 1662); 604. Copy by *A. Gille* of a colossal bust of Alexander v. Humboldt by *David d'Angers*.

Room VIII., a small apartment containing casts and models by *Sergell* and other Swedish sculptors.

The Collection of Armour, which we next enter, occupies four small rooms and a large hall borne by columns, and consists of suits of armour and weapons which once belonged to Swedish monarchs and heroes. Some of these possess artistic value (equestrian suits of Eric XIV. and John III., two embossed suits of Charles IX., etc.). In the centre of the large hall are pistols, swords, etc. which belonged to Gustavus Adolphus. The walls are hung with old Swedish flags and standards. The exit from the great hall leads into the vestibule.

On the left side of the Armoury Hall is a door leading to the sunken floor, containing the small Egyptian Collection (Tues. and Frid., 11-3).

Another marble staircase ascends to the —

**Second Floor**, nearly the whole of which is occupied by the \*Picture Gallery (upwards of 1300 works; catalogue 50 ö.), a collection formed chiefly during last century. In 1750 the palaces and châteaux of Stockholm contained 330 of these pictures. The collection was greatly enriched by *Queen Louisa Ulrica*, a sister of Frederick the Great, with the aid of *Count Carl G. Tessin*, the Swedish ambassador at Paris, and by her son *Gustavus III.* From that period in particular dates the valuable series of decorative paintings of the French School. The Italian pictures, most of which are valueless, consist of the *Martelli Collection*, purchased at Rome in 1798, and a smaller collection purchased there at a later date. On the occasion of the transference of these collections to the National Museum, as well as subsequently, they were enriched with presentations by patriotic societies and private donors.

Although containing many valuable works, the gallery is far from being a choice collection, and the removal of about one-half of the 1050 pictures by the earlier masters would be a positive gain. The catalogue, moreover, though more critical of late, is far from trustworthy, particularly with respect to the names of the more famous masters. Most of the works attributed to *Carracci*, *Giorgione*, *Titian*, *Palma*, and to *Hobbema*, *Huysum*, *Q. Massys*, *Potter*, *Ter Borch*, *A. v. d. Velde*, as well as about half

of those assigned to *Van Dyck*, *Rubens*, and *Rembrandt*, are not genuine. The majority of the German, Spanish, and Italian works are of little value, but the French school of last century is better represented here than in any other gallery out of Paris. To this department belong a number of valuable large works by *Desportes*, *Oudry*, *Boucher*, and *Natoire*, and several cabinet-pieces by *Chardin* and *Lancret*. — Several of the best Dutch masters of the 17th cent. are also represented by admirable works: *Rembrandt* by his 'Ziska' and 'Cook', *Rubens* by his two copies from Titian, and *Snyders*, *Jordaens*, *Fyt*, *Steen*, *Ochtervelt*, *Hooch*, *Wijnants*, *Wouwerman*, *Dou*, and *Ostade* by pictures of great merit. The gallery also possesses a number of interesting works by rare masters, the value of which is chiefly historical.

The entrance to the Ante Room (p. 319) from the staircase is flanked with two antique columns brought from Italy by Gustavus III.; passing through it, we turn to the right and enter the rooms of the old masters. The pictures are all furnished with the names of the painters.

The ITALIAN AND SPANISH SCHOOLS occupy a saloon lighted from above and six cabinets adjoining it.

SALOON. Right side: 133. *Leandro Bassano*, Festival of Cleopatra; 203. *Titian* (?), Portrait of Don Carlos; 204. *Titian* (a work in the style of *P. Aertsen*, and probably of the Dutch school), Portrait of a girl. — 3rd CABINET: three small pictures by *Tiepolo*, sketches for the decorative works in the Scuola del Carmine at Venice.

A room beyond the last saloon chiefly contains GERMAN AND EARLY DUTCH PICTURES.

Nos. 260, 261. *B. Denner*, Portraits of an old man and an old woman; 507, 508. *Jan Massys*, Venus and the amorous old man (1566). — 257. *L. Cranach*, Charles V. and John Frederick of Saxony hunting. — 371. *Jan Brueghel*, The market (1609). — 1080. *L. Cranach*, *Senr.*, Lucretia (1528).

We next reach the NETHERLANDISH SCHOOL, which occupies a saloon lighted from above and five adjoining cabinets.

SALOON. Wall of the entrance: 595. *Rubens* (studio-piece), Four fathers of the church; 608. *Rubens*, Esther and Ahasuerus (a sketch); 607. *Rubens*, Daughters of Cecrops finding Erichthonius (a sketch); 638. *Snyders*, Eagles fighting over their prey; 596. *Rubens*, Susanna in the bath; 606. *Rubens*, Samson slaying the lion (a sketch); 424. *B. Fabritius*, The alchymist; \*404. *Van Dyck*, St. Jerome (an early work); 416. *Th. Wijck* (not *Ph. van Dyck*), Italian farm; \*\*599. \*\*600. *Rubens*, Sacrifice to Fertility, and Ariadne in Naxos, copied by Rubens in 1629-30 from Titian's famous works at Madrid; 336. *A. Cuyp*, Family portrait (1661); 531, \*582. *Rembrandt*, Portraits, erroneously called those of the artist's parents (1655). — \*\*578. *Rembrandt*, The oath of John Ziska (perhaps rather an Old Testament subject), of great breadth and very effective, but unfinished, the master's largest work after the Night Watch at Amsterdam (about 1654); 462. *Isaac van Ruisdael* (attributed to *Hobbema*), Cottage among trees. — \*471. *P. de Hooch*, The letter; 616. *J. v. Ruisdael*, Forest-path; \*\*584. *Rembrandt*, 'Portrait of his cook' (1651); \*583. *Rembrandt*, Portrait of Saskia van Ulenburgh, the master's bride (1632); 510. *G. Metsu*, Card-players (retouched); \*430. *F. Floris* (assigned to *F. Francken*), Seagods; 512. *G. Metsu*, The smithy, a decorative picture of his early period; 408. *P. v. Somer* (assigned to *Van Dyck*), Portrait of the Duchess of Cleveland; 500. *P. Lastman*, Sacrifice to Juno; 637 *Snyders*, Still life; 577.

*Pynacker*, Waterfall. — \*478. *C. Huysmans*, Trees by the road-side; 636. *Snyders*, Dogs fighting for their food; 488. *Jordaens*, Adoration of the Shepherds (1618); 464. *Hoeckgeest*, Interior of the church of St. Ursula at Delft; \*433. *Fyt*, Dead game (1651); \*1159. *Jordaens*, King Candaules tempting Gyges; \*682. *S. de Vlieger*, Oak-wood; 420. *G. v. d. Eeckhout* (?), Labourers in the vineyard; 466. *Gilles d'Hondecoeter*, Orpheus; \*639. *P. de Vos* (assigned to *Snyders*), Stag-hunt; \*303. *J. v. Artois*, Large, wooded Flemish landscape; 486. *K. du Jardin*, Portrait of H. van Huteren (1674); 539. *Th. de Keyser* (? assigned to *C. Netscher*), Family portrait; 388, 389. *H. Dubbels*, Stormy sea; 534. *Mocijaert*, Preaching of John the Baptist (1631); 353. *J. Bockhorst*, The four Evangelists.

I. CABINET: 423. *B. Fabritius*, Family at table (1650); 1046. *G. Horst*, Meeting of Jacob and Esau (1641); \*418. *G. v. d. Eeckhout*, The satyr and the peasant; 442. *J. v. Goijen*, Halt by a farm; 588. *Mocijaert*, The angel leaving Tobias; 579. *Rembrandt*, St. Anastasius in his cell (1631); 585. *Rembrandt*, Portrait of a young man (an early work); 421. *A. v. Everdingen*, Norwegian fjord (1648); 1167. *G. Neys*, Landscape (1641); \*443. *J. r. Goijen*, View of Dordrecht (1655); \*473. *P. de Hooch*, Woman by a cradle.

II. CABINET: 310. *C. Bega*, Music-lesson (1663); 356. *R. Brakenburgh*, The dance (1699); 343, 549, 554. *A. v. Ostade*, Small portraits; \*1117. *J. v. Staveren*, Old woman reading (1638); \*618. *J. v. Ruisdael*, View of a sea-side place from the downs (an early work); 647. *J. Steen*, Card-players; 630. *A. M. Schurman*, Portrait of herself; 1075. *C. Saftleven*, Landscape with cattle (1630); \*1120. *J. de Bray* (? not unlike *F. Hals*), Flute-player; \*550. *A. v. Ostade*, Peasants amusing themselves near the house-door (1660). — 551. *A. v. Ostade*, Advocate at his study-table (1664).

III. CABINET: 304, 305. *P. v. Asch*, Landscapes; \*658. *Ochtervelt* (ascribed to *G. Ter Borch*), Concert; 453, 481. *G. D. de Heem*, Still life; 1143. *Wijnants*, Riders on the downs at sunset; 394. *G. Dou*, Portrait of the artist; 672. *W. v. d. Velde*, Rough sea; 357, 358. *Q. Brekelenkam*, Genre pieces; 390. *D. v. Delen*, Party at table in a drawing-room (1631); 393. *G. Dou*, Penitent Magdalene; 306. *Pijnacker* (assigned to *Asselijn*), Italian landscape.

IV. CABINET: 485. *K. du Jardin*, Cattle pasturing (1657); 717. *Ph. Wouwerman*, Fishermen on the coast; 312. *N. Berchem*, Cattle by the sea (mediocre, as are also 313, 315-317, by the same master); 712, 715. *Ph. Wouwerman*, Riding-school, Village-market (both retouched); 695. *Ph. Wijck*, Halt by a tavern; \*709, 714. *Ph. Wouwerman*, Winter-scene, The bridge (the latter retouched).

V. CABINET: 603. *Rubens*, Susanna in the bath (small); \*701, 702. *Jan Wouwerman*, Summer and Winter (landscapes); 654. \*653. *D. Teniers, Junr.*, Rustic tavern (1661), Four smokers at a table (about 1648); 1101. *Jan Parcellis*, Rough sea; 607. *Fr. Francken* (?), Rubens's picture-gallery.

Passing through the saloon, and turning to the left, we regain the staircase, from which a doorway, opposite that of the picture-gallery, and also flanked with two antique columns, leads to the left into a room containing the COLLECTION OF COSTUMES OF SWEDISH KINGS AND QUEENS, chiefly coronation and gala-attire, together with a few uniforms and memorials of various kinds.

The memorials of *Gustavus Adolphus* consist of some of the blood-stained clothes worn by him during his battles in W. Prussia, the sheet in which his body was wrapped after the battle of Lützen, and the horse ridden by him when he fell on 6th Nov. 1632. Among the other curiosities are the well-known blue coat of Charles XII., his yellow waistcoat, yellow breeches, and huge boots, and the hat pierced by the bullet which caused his death in the trenches of Frederikshald on 30th Nov. 1718 (p. 261). The fancy-costume of *Gustavus III.* recalls his assassination on 16th March, 1792 (p. 306).

Returning to the staircase, we next visit the Saloon lighted from above and five cabinets containing the FRENCH PICTURES.

**SALOON:** *Jouvenet*, St. Bruno; \*845. *Pater*, Woman skating; \*884. *H. Rigaud*, Bust-portrait of Cardinal Fleury; 891-897. *Cl. J. Vernet*, Landscapes of no great interest; also a number of others by his still more insipid contemporaries *Loutherbourg* and *Bruandet*. By *Jean Bapt. Chardin*: 780. Washerwoman, 781. Girl at the well (1725), 785. Still life, etc. (all genuine, but few of them rising beyond mediocrity). Then, \*874. *Pater*, The bathers; \*846. *Largillière*, Louis XV., full-length figure. *Fr. Boucher*, \*\*770. Triumph of Galatea, perhaps the artist's master-piece (1740); 763. Toilet of Venus (1746); \*769. Venus and the Graces bathing; \*771. Leda and the swan. Then, 793. *Noël Nic. Coypel*, Judgment of Paris (1728); 854. *Le Moyne*, Venus and Adonis (1729); 883. *H. Rigaud*, Portrait of Charles XII. in full uniform; 861-872. *J. B. Oudry*, the finest being \*867. Great stag-hunt, an admirable work; 1313. *A. Pesne*, Portrait of Ch. Fred. Sparre (1744); 830. *Claude Lorrain* (?), Large Italian landscape at sunset; 788, 789. After the battle, The battle-field, companion-pieces; 1072. *S. Bourdon*, Portrait of Queen Christina of Sweden; \*798, 799. *Fr. Desportes*, *Sevr.*, Large still-life pieces (1729); also several other good decorative pictures by the same master.

I. **CABINET:** \*1099. *Jan Brueghel*, Bouquet; \*326, 327. *A. v. Beyeren*, Dead fish; 454, 455. *C. de Heem*, Still life.

II. **CABINET:** \*640. *F. Snyders*, Still-life piece with vases; 562. *J. v. Cappelle*, Calm sea (1646).

V. **CABINET:** 778, etc. *Chardin*; 772. *Fr. Boucher*, The toilet (1746); 773. *Fr. Boucher*, 'Pense-t-il au raisin' (1747); 843, 844. *Lancret*, The swing, Blind-man's-buff.

Traversing the Saloon and proceeding in a straight direction, we reach a corridor, leading to four rooms dedicated to the **EARLY SWEDISH MASTERS**, the most distinguished of whom was *Dav. Klöcker Ehrenstrahl* (1629-98). Several portraits by him (948-952) are in the fourth room. — Beyond these rooms is a cabinet containing **WATER COLOURS AND MINIATURES**. — We next inspect the works of the —

**Modern Northern Schools**, which may be more correctly described as offshoots of the schools of Düsseldorf, Munich, and Paris. The Norwegian artists in particular, with few exceptions, have been trained in Germany, where most of them have usually resided, although they have derived their subjects from their native country. So similar is their style to that of the Germans, that *Tidemand*, *Gude*, *Munthe*, and others are usually claimed as members of the German school. About half of the Swedish masters, on the other hand, have gone for their art-education to Paris, and the rest to Germany. The former have as yet produced few great works, while the latter resemble the average German painters of modern times. A few Danish masters are also represented here. This department of the gallery occupies a saloon lighted from above, the six adjacent cabinets, and the ante-chamber. The following list comprises works by the more eminent of these artists, whose nationality is indicated by the letters S., N., and D.

**SALOON:** Left side: 1027. *H. A. L. Wahlberg* (S., born in 1834), Winter landscape with bear-hunt; 1297. *B. Nordenberg* (S., b. 1822), Wedding in Wärland; 1138. *G. Wickenberg* (S., 1812-46), Dutch coast; 1054. *J. E. Bergh* (S., b. 1824), Swedish forest; 999. *B. Nordenberg*, Tithe-day in Skånen; 1155, 1237. *Wahlberg*, Swedish landscape, Landscape from the Eifel (Rhenish Prussia); 1223. *J. A. Malnström* (S., b. 1829), Dance of elves by moonlight; 1296. *C. G. R. Cederström* (S., b. 1841), Epilogue. — End-wall:

1154. *G. v. Rosen* (S., b. 1843), King Eric XIV. with Catharine Måns and George Person. — Side-wall: 944. *Charles XV.* (d. 1872), Swedish landscape; 1275. *Morten Müller* (N., b. 1828), Norwegian landscape; *Ad. Tidemand* (N., 1814-77), The fanatics; 937. *J. E. Bergh*, Swiss landscape; 1025. *C. H. d'Unker* (S., 1828-66), Third-class waiting-room; *F. Sørensen* (D.), Storm on the Norwegian coast; 938. *J. E. Bergh*, Landscape in Småland; 1056. *F. J. Fagerlin* (S., b. 1825), Jealousy; 1279. *Melbye* (D., d. 1818), Sea-piece.

I. CABINET: 955. *Fahlcrantz* (S., 1714-1861), View of Calmar Castle by moonlight; 1242. *J. W. C. Wahlborn* (S., 1810-58), Death of Gustavus Adolphus.

II. CABINET: 1207. *J. F. Höckert* (S., 1826-66), Wedding in Lapland 1277. *A. Tidemand*, Fortune-teller and Dalecarlian peasant-woman.

III. CABINET: 1226. *Nordenberg*, Dalecarlian children; 1267. *C. Hansen*, The visit; 1263. *H. F. Gude* (N., b. 1825; now at (Carlsruhe), Among the rocky islands (*Skjærgaard*), old seaman and boy; 1266. *Gude*, Mountain-landscape in Wales. — 1265. *Gude*, Breakers; 1273. *L. Munthe* (N., b. 1828), Winter-landscape.

IV. CABINET: 1264. *Gude*, Outside the Skjærgaard, a pilot-boat and sailing vessel; *C. H. d'Unker*, Gipsy-family; 1204. *F. G. Fagerlin*, The convalescent.

V. CABINET: 1113. *D. Holm*, Swedish forest. — 1311. *E. Petersen*, Scholar of the 17th century.

VI. CABINET: 954. *Fagerlin*, Fisher-boys smoking; 1210. *Aug. Jernberg*, The broken pipe; 1208. *J. F. Höckert*, Warrior of the 17th cent. — 1112. *Agnes Börjesson* (S., b. 1827), Old love; 1225. *B. Nordenberg*, The worried sheep, rustic interior in Dalecarlia.

We now return through the Saloon to the ANTE-ROOM, where the most recent purchases are usually hung. Also 1247-1250. *M. E. Winge* (S., b. 1825), Scenes from northern mythology; 1222. *Malmström*, Ingeborg receiving tidings of Hjalmar's death; 1026. *Wahlberg*, Swedish landscape. — Regaining the staircase, we descend and quit the building.

The open and partially planted space in front of the N.W. façade of the National Museum is embellished with the \**Bältespänner* ('girdle-duellists'), an admirable group in bronze, the masterpiece of *Molin*, the talented Swedish sculptor. It represents one of those murderous old Scandinavian duels in which the combatants were bound together with their 'belts' and proceeded to fight out their battle with their knives. As these 'Knivgange' often terminated fatally to one or even both the duellists, the women used to carry a winding-sheet for their husbands to banquets where quarrels were likely to arise (comp. *Pontoppidan's 'Første Forsøg paa Norges naturlige Historie'*, Copenhagen. 1752; and '*Fanitullen*', a Norwegian poem by *Moe*). The four reliefs on the pedestal, with their Runic inscriptions from the Edda, represent the origin and the issue of the combat.

1. JEALOUSY. '*Galna från kloka görer menniskors söner han den mäktiga kärleken*'. ('Mighty love makes fools of wise sons of men.') — 2. DRINKING. '*Är ikke så godt, som godt (de) sägra, öl (för) menniskors söner; ty allt mindre vet, som mer dricker, till sitt sinne mannen*'. ('Not so good as good they say it is, is ale for the sons of men; for the man knows in his mind always less, the more he drinks.') — 3. BEGINNING OF THE COMBAT. '*Drogo de ur skidan skidejern, svärdets eggar till behag (för) trollen*'. ('They draw the knife out of the sheath, the edge of the sword, to the satisfaction of the evil spirit.') — 4. THE WIDOW'S LAMENT. '*Ensam är jag vorden som asp i lunden, fattig på fränder som furan på kvistar*'. ('Solitary am I become, like the aspen in the grove, poor in relations, as the fir in branches').

## SÖDERMALM.

The least interesting part of the town is the SÖDERMALM, or S. quarter, situated on the mainland beyond the '*Sluss*', the bridge connecting it with the Stad. Its situation, however, is picturesque, and it is built on the natural undulations of the rock. One of the principal streets bears the characteristic name of *Besvärs-gata* ('fatigue street'). The chief attraction to travellers in this part of the town, and one that should not be missed, is the view from the Mosebacke, to which we now direct our steps.

At the S. end of Staden lies the *Sluss-Plats* (tramway terminus, see p. 297), adjoined on the W. by the Kornhamn-Torg, and on the S. by the *Söderström*, an efflux of Lake Mälaren, through which smaller vessels pass by means of a '*Sluss*' ('lock' or 'sluice'). This channel is crossed by two iron bridges, leading to the Södermalm, and commanding a view of the busy market-traffic in the neighbourhood. Between the bridges lies an open space called the *Carl-Johans-Torg*, embellished with an equestrian \***Statue of Charles XIV. John** (Pl. E, 6), erected by Oscar I. in 1854. The monument, which represents the king in the costume of a Swedish marshal, was designed by *Fogelberg*.

Crossing the E. part of the bridge, and the broad quay beyond it in a straight direction, we ascend the *Stora Glasbruks-Gata*, a lane to the left, for 150 paces, ascend a flight of 126 wooden steps to the right, turn to the left at the top, and then to the left again, and thus reach the entrance to the \***Mosebacke** (Pl. 29; F, 6; about 25 min. from the Gustaf-Adolfs-Torg; *Restaurant*; admission to see the \**View*, 5 ö.). A small garden and terrace within the grounds of the café afford an admirable survey of Stockholm and its environs. At our feet lies the Baltic with its busy traffic. Among the buildings in the city, the Palace and the National Museum are the most conspicuous. To the right lies the Djurgårdstad and the beautiful park beyond it, above which rises the conspicuous Belvedere Tower; and to the left stretches Lake Mälaren.

The building facing the *Mosebacke-Torg*, to which the café and the terrace belong, is the *Södra-Teater* (Pl. 45). A little to the S.E. rises the handsome *Katharina-Kyrka* (Pl. F, 7), founded in 1659 on the spot where the victims of the 'Stockholm Blood-bath' of 1520 had been interred, and rebuilt in the Renaissance style in 1724. From this church the *Tjärhofs-Gata* leads to the E. in  $\frac{1}{4}$  hr. to the *Danvik*, whence a small steamer runs hourly on the Hammarby-Sjö to *Nacka*, a favourite holiday-resort of the Stockholmers (p. 325).

## Environs.

Both the immediate and more remote environs of Stockholm afford a great variety of beautiful walks and excursions, and most

of the points of interest may be reached expeditiously, cheaply, and pleasantly by one or other of the numerous little steamers which flit about in every direction, both on the Baltic and Lake Mälaren. The most attractive place near the city is the charming *Djurgård* or *Park* ('deer-garden'), to which steamers ply every  $\frac{1}{4}$  hr. from the Strömparterre, Carl XII.'s Torg, the Logårds-Trappa, the Räntmästare-Trappa, and the Nybro (in 8-10 min.; fare 10 ö.). It may also be reached by tramway-car from Slussen, via Gustaf-Adolfs-Torg, Carl XII.'s Torg, Grefbron, and the Ladugårdlands Strand-Gata (fare for the whole distance 20 ö.; or, from the Grefbro only, 10 ö.). Excursionists by steamer should observe that *Alkärret* is the starting-point for the boats to Carl XII.'s Torg, the Strömparterre, and the Logårds-Trappa, the points nearest the hotels; while the boats from the *Allmänna Gränd* land their passengers at the S. end of the Skeppsbro.

Instead, however, of proceeding direct to the Park, we cross the *Skeppsholms-Bro*, leading from the National Museum to the **Skeppsholm**, a small island containing some of the chief military and naval establishments of Stockholm. Passing the *Carl-Johan-Kyrka* on the left, and several handsome barracks on the right, a pleasant shady road leads to the S.E. to a wooden bridge by which we cross to the small **Kastellholm** or *Castle Island*, which also contains several barracks and other buildings. The \**Tower* on the highest point of this island commands an admirable view of the environs ('vaktmästare', or one of the sailors on guard, 50 ö.; ascent of 94 steps, and then by an iron ladder of 8 steps more). Retracing our steps to the bridge, we cross it and turn to the right, soon reaching the little steam ferry-boat which plies every few minutes between the *Skeppsholm* and the *Allmänna - Gränd*. Crossing to the latter (which is also the tramway-terminus, p. 297), we pass through the small suburb of *Djurgårds-Stad*, and thus reach the —

\***Djurgård**, a delightful park, of which Stockholm is justly proud, with pleasant villas, and beautiful walks in every direction. It occupies an island 2 Engl. M. in length, and  $\frac{3}{4}$  M. in width at its broadest part, and was laid out by Gustavus III. and Charles XIV. John, having originally been a deer-park, as its name imports. Opposite *Alkärret*, a small *plats* planted with trees, where most visitors land, is *Hammer's Villa*, which formerly belonged to *Byström*, the sculptor; beyond this, to the left, is the small *Djurgårds-Teater*, near which the tramway passes. Opposite the *Allmänna - Gränd*, and a few paces to the S.E. of *Alkärret*, is the entrance to \**Hasselbacken* (p. 296), the largest and best of the numerous cafés and restaurants situated here. The grounds command fine views and contain an oak ('*Bellmans Ek*') under the shade of which *Karl Michael Bellman* (d. 1795), the most genial and popular of Swedish poets, composed some of his charming songs. In the vicinity is a bronze statue of the poet, by *Nyström*, erected in

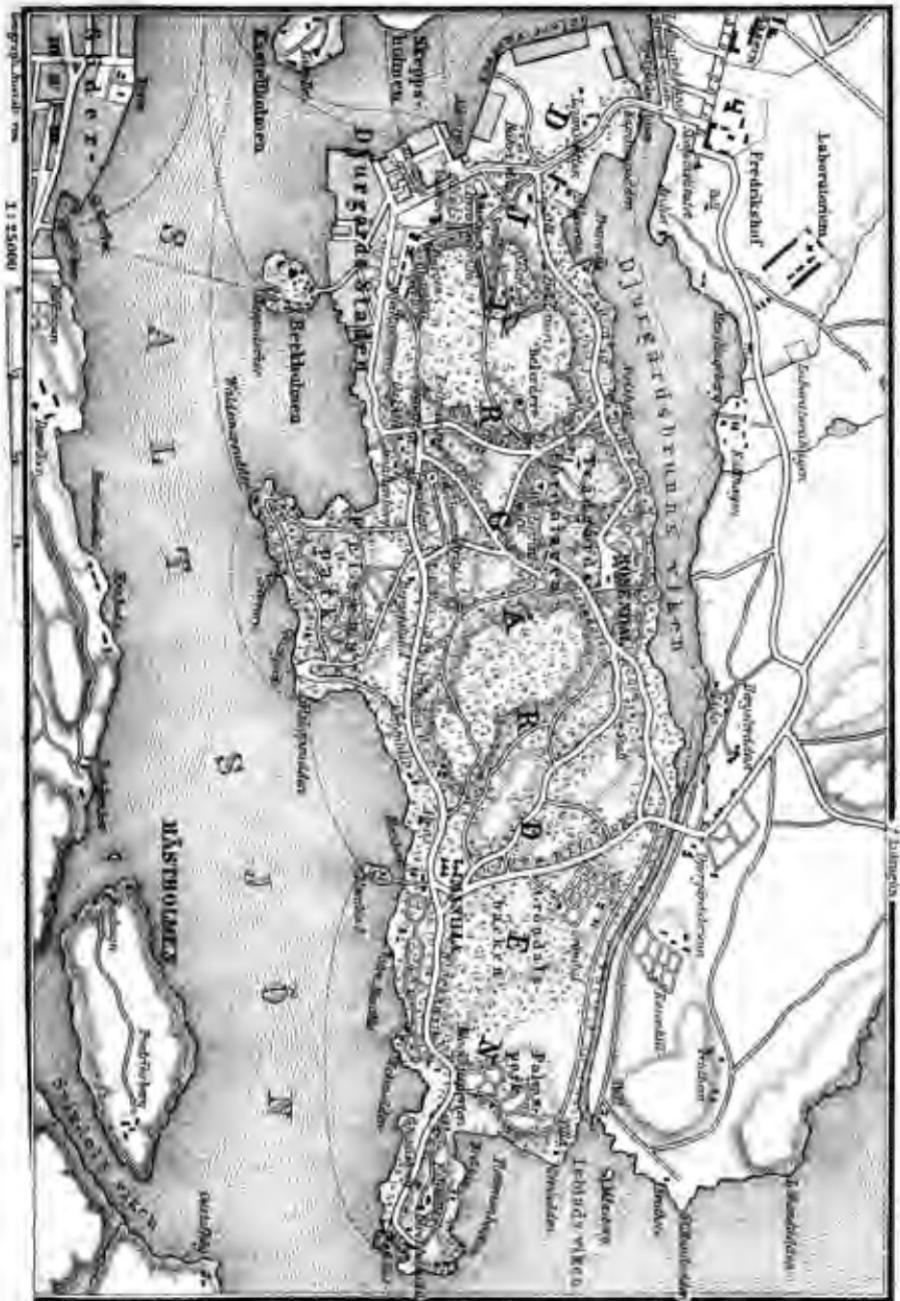
1872. Leaving the Hasselbacke, and passing several other cafés, marionette theatres, and places of popular entertainment, we follow the road to the E. and reach the open park, with its grassy glades, rocky knolls, and beautiful trees, between which glimpses of the Baltic and Stockholm are frequently obtained. On the left, a little beyond the Djurgårds-Stad, is a beautiful spot called *Bellmans-Ro*, with a bust of the great poet and improvisatore, many of whose most beautiful ballads are said to have been made extempore and without effort. The bust (by *Byström*, erected in 1829) is the scene of great festivities on 26th July, the anniversary of its erection, when crowds of the poet's admirers of all classes assemble here to recite his poetry and extol his genius. Among the most famous and beautiful of his lines are the following: —

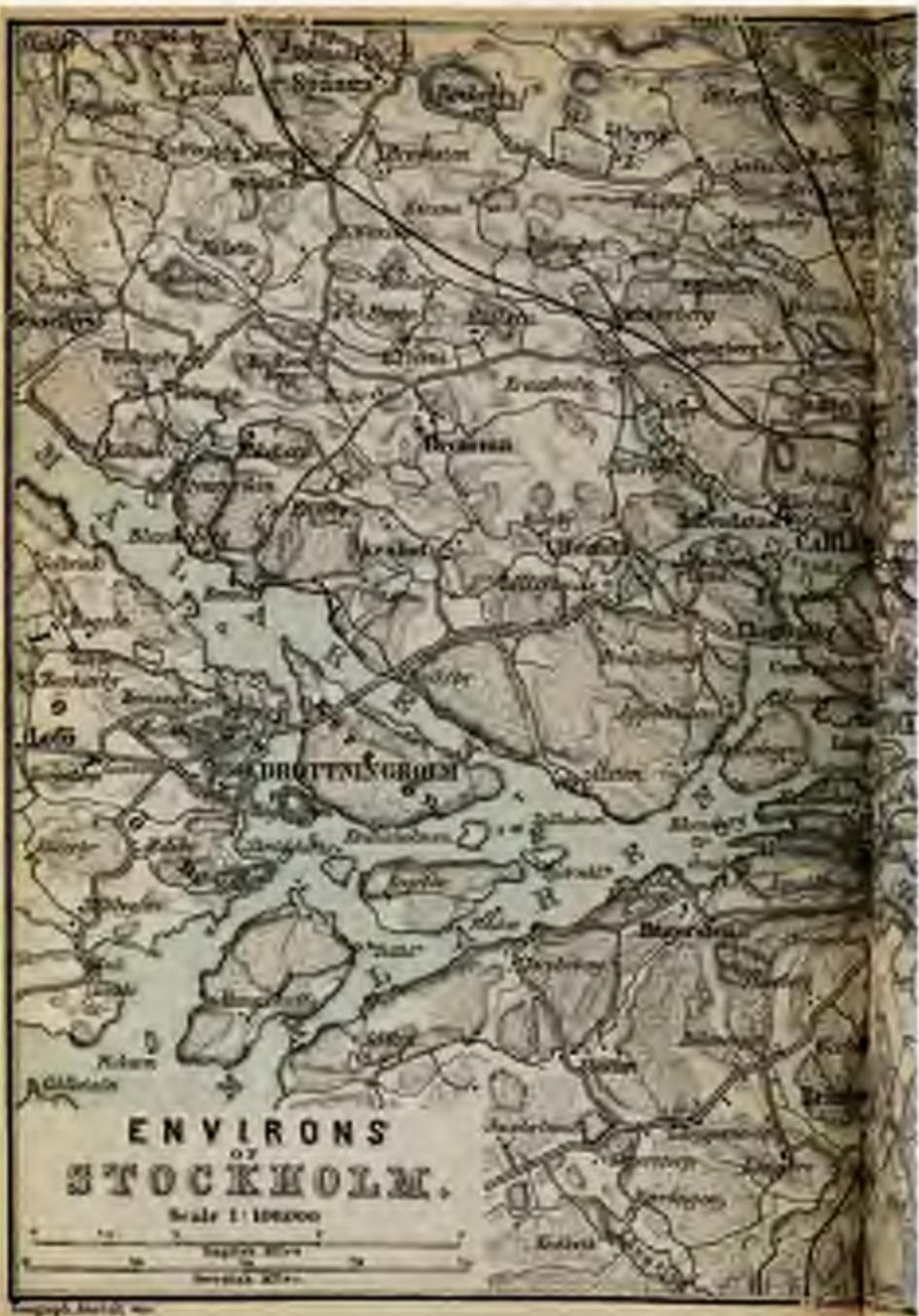
Hvila vid denna källa!	Himmel! hvad denna runden,
Vår lilla frukost vi framställa:	Af friska löfrän sammanbunden,
Rödt vin med pimpinella	Vidgar en plan i lunden
Och en nyss skjutna beckasin.	Med strödda gångar och behag!
Klang, hvad buteljer, Ulla!	Ljufligt der löven susa,
I våra korgar, öfverfulla,	I svarta hvirflar, grå och ljusa,
Tömda i gräset rulla —	Trädem en skugga krusa
Ack känn, hvad ångan dunster sin!	Inunder skyars fläkt och drag.
Ditt middagsvin,	Tag, Ulla, tag,
Sku vi ur krusen hälla	Vid denna måltidsstunden,
Med glädig min.	Ditt glas som jag!
Hvila vid denna källa!	Himmel! hvad denna runden
Hör våra valdthorns klang, kusin!	Bepryds af blommor, tusen slag.

Beyond Bellmans-Ro, on the right, is *Frisens-Park*, another beautiful part of the Djurgård. Farther on, 25 min. walk from Hasselbacken, is *Manilla*, a large asylum for the blind and the deaf and dumb (shown Thursdays, 11-1; 'här ser man illa, här hör man illa, och her talar man illa', say the local wits). About  $\frac{1}{4}$  hr. farther is the *Blockhus Udde*, a custom-house station at the E. end of the island. From Manilla we may cross the island and the narrow *Djurgårds-Vik* to ( $\frac{1}{4}$  hr.) *Djurgårdsbrunn*, formerly a small watering-place, with an inn, which is still a favourite resort (steamer every  $\frac{1}{2}$  hr. to the Logård-*Trappa*, 20 ö.).

Thence we may walk through beautiful park-scenery, still belonging to the Djurgård in the wider sense of the name, to the N. to (20 min.) the *Lidingö-Bro*, another pretty spot, with an inn (closed in 1878, but to be re-opened). The long wooden bridge, where steamboats touch frequently, crosses to the Lidingö. A direct road leads back from the bridge to the *Norrbro*,  $2\frac{1}{2}$  Engl. M. distant.

On the N. side of the Djurgård, a few hundred paces from the bridge crossing to Djurgårdsbrunn, is *Rosendal*, a royal villa built by Charles XIV. John, with orangeries and hothouses. At the back of the villa, on the S. side, stands a magnificent modern *Porphyry Vase*, of antique form,  $8\frac{1}{2}$  ft. high and  $11\frac{1}{2}$  ft. in diameter, and said to weigh  $2\frac{3}{4}$  tons. Adjoining the grounds of Rosendal on the W. is the garden of the *Trädgårds-Förening*, or horticultural society, in which some travellers will be interested. A little to the W. of this garden is the *Sirishof-Väg*, from which a path and a





ENVIRONS  
of  
STOCKHOLM.

Scale 1:100000

10 Miles 16 Kilometres

10 Kilometres 6 Miles





road ascend in 5 min. to the \**Belvedere*, a tower erected in 1877, 110 ft. in height, standing on a hill upwards of 100 ft. above the sea-level, and affording an excellent survey of the environs (166 steps in all; admission 75 ö.). The distant view, however, is more extensive than picturesque. There being no mountains in sight, and little or no cultivated land, the distance presents a somewhat dreary and monotonous appearance, the sombre tints of the forests being relieved here and there by water only. Another path ascends to the Belvedere between the Hasselbacken and Manège restaurants ( $\frac{1}{4}$  hr.).

We may now quit the Djurgård by one of the routes already mentioned, or we may walk to the S.E. from Hasselbacken to the (5 min.) **BECKHOLM**, a small island with *Dry Docks* hewn in the rock and a tar-manufactory, from which steam and other ferry-boats cross frequently to *Tegelviken*. Thence to Nacka, see p. 325.

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Next in point of interest to the Djurgård is the short excursion to \* **Marieberg**, a beautiful point of view on Lake Mälaren, about 2 Engl. M. to the W. of the Norrbro. The traveller is recommended to go by road and return by steamer (see p. 297; cabs and tramway, see p. 297). A tramway-car conveys us in  $\frac{1}{4}$  hr. from the Gustaf-Adolfs-Torg to the W. to the *Kungsholm*, an island about 2 Engl. M. long, on which the W. quarter of Stockholm is situated. On the right we pass the *Serufimer Lazaret*, opposite to which is the *Carolinska Institut*, a medical school connected with it (ferry from this point to *Skinnarviken*), and on the left the *Mint*; then the *Ulrica-Eleonora Kyrka* on the right, with its well-shaded churchyard, and the *Kungsholms-Torg* on the left, where the tramway ends. On the left, a few paces farther on, is the large and handsome *Military Hospital*. After a walk of about  $\frac{1}{4}$  hr. from the tramway-terminus we come to another hospital ('*Sjukhjem*' for incurables) on the left, and immediately beyond it diverge by a road to the left, passing in front of the large *Lunatic Asylum of Conradsberg*. In 5 min. more we pass the lodge at the S. end of the asylum, follow the road through the gateway to the left, and then (4 min.) through a second gateway. Just beyond it a path ascends in 3 min. more to a rocky knoll, adjoining the rocket-laboratory, which commands a beautiful view of Lake Mälaren and Stockholm, entirely different from the views on the Baltic side of the town. — Returning to the road, we follow it to the left and soon reach the *Military School of Marieberg*, prettily situated on a height above the lake, where a famous porcelain manufactory was established in 1759-88. A path passing the large bell and descending to the right leads in a few minutes to the steamboat-pier (steamer to Stockholm 8 times daily).

Travellers arriving by steamer ascend 60 paces, turn to the right, and then to the left, past the large bell. Opposite are two paths, of

which they select that slightly to the right. After a few paces more (5 min. from the pier) the path to the best point of view diverges to the right (see above).

Another short excursion may be taken to the palace of **Carlberg** (steamboat, see p. 297), situated on the mainland to the N. of the Kungsholm, about 2 Engl. M. to the N.W. of the Norrbro. The palace was erected by *Karlsson Gyllenhjelm*, a natural son of Charles IX. at the beginning of the 17th cent., was afterwards occupied by the royal family, and in 1792 was enlarged and converted into a military school. At the back of the building is a beautiful public \**Park*, which forms the only attraction of the place. From the end of an avenue on the E. side (5 min.), we may cross the railway at a small halting-place, turn to the left, and follow the road to ( $\frac{1}{4}$  hr.) **Solna Kyrka**, a round church, and one of the most ancient in Sweden, with a pretty churchyard which has long been the burial-place of some of the principal families of Stockholm. Berzelius, the chemist (d. 1848), is buried here. On the N.E. side of the church is the principal Cemetery (*Nya Kyrkogården*) of Stockholm, containing many handsome monuments, but contrasting unpleasingly with the old churchyard. From Solna Church we follow the road to the E., and, passing on the left the entrance to the cemetery and that of the beautiful park of *Haga* (see below), we reach the *Bellevue* or *Stallmästaregård* on the Brunnsvik in 20 min. more. (Omnibus to the Gustaf-Adolfs-Torg, 2 Engl. M. distant, 5-6 times daily; comp. p. 297.)

From the entrance to *Haga* just mentioned (to which several omnibuses daily run from Stockholm) the road leads through the park in  $\frac{1}{4}$  hr. to the royal château of \***Haga** (to which steamers ply frequently from the Stallmästaregård), on the W. bank of the pretty *Brunnsvik*, built by Gustavus III. and his successor at the end of last century, but since somewhat neglected. The gardens, and particularly the park with its fine old timber, are the attractions of the place and deserve a visit.

At the N. end of the *Brunnsvik*, about 2 Engl. M. from the Stallmästaregård, and  $1\frac{1}{4}$  M. from *Haga*, lies *Nedre Järvfa* (a few hundred paces to the E. of the railway-station of *Järvfa*, see p. 332), usually known as *Ulriksdals Allée* (steamer every  $\frac{1}{2}$  hr.), a fine avenue with a number of pleasant villas, which leads to the N. in  $\frac{1}{4}$  hr. to the royal château of \***Ulriksdal**, beautifully situated on the *Edsvik*, a long and narrow creek of the Baltic. It was erected at the beginning of the 17th cent. by General Jacob de la Gardie and named *Jacobsdal*, after which it passed into the possession of Prince Ulrik, a son of Charles XI., from whom it derives its present name. Charles XIV. John converted the château into a 'hôtel des invalides', but it was again fitted up as a royal residence by Charles XV., who restored the interior with great taste in the original style. During his reign the château formed quite

a museum of objects of art, porcelain, tapestry, and curiosities; and, though it has since been somewhat neglected, and a number of its treasures have been removed, it still deserves a visit (attendant 1 kr.). In the neighbouring park is *Ulriksdals-Kyrka*, erected in 1865 in the Dutch Renaissance style. The château, which lies 5 Engl. M. to the N. of the Norrbro, may also be reached by carriage (there and back 6-8 kr.), or by steamboat (p. 297). The steamer, soon after leaving Ulriksdal, passes through the *Stocksund Bridge*, by which the Edsvik is crossed, and then enters the *Lilla Värtan*, a strait between the mainland on the right and the *Lidingö* on the left. It then passes through the *Lidingö-Bro*, a floating wooden bridge, 873 yds. in length (comp. p. 322), steers round the *Blockhusudden* at the E. end of the Djurgård, and finally stops opposite the Statue of Gustavus III. near the Palace.

A favourite holiday-resort of the Stockholmers, but less interesting than those already mentioned, is *Nacka (Café)*, at the E. end of the *Hammarby-Sjö*, 3 Engl. M. to the S.E. of the Norrbro. The pleasantest route to it is by steamer (p. 297) from the Räntmästare-Trappa to (1 $\frac{1}{4}$  hr.) *Tegelviken*; thence on foot to (7 min.) a pier on the N. bay of the Hammarby-Sjö; and by small steamer on the lake to *Nackabro* in 20 min. more. The steamer then passes through the bridge and enters the *Järla-Sjö*, where it touches at several stations.

#### Longer Excursions.

The Baltic to the E. and Lake Mälaren to the W. of Stockholm, with their numerous wooded and rocky islands, and their bays, creeks, and straits in every direction, present many points of interest, all of which are most conveniently reached by steamboat. The favourite excursions are to *Drottningholm* (see below), to *Vaxholm* (p. 331), and to *Upsala* (R. 33), but a few additional days should if possible be devoted to some of the picturesque and historically interesting places on Lake Mälaren, such as *Gripsholm*, *Strengnäs*, and *Vesterås* (see below).

**LAKE MÄLAREN.** *Mälaren*, a lake 72 Engl. M. long, and only about a couple of feet higher than the Baltic level, forms a vast archipelago of islands resembling the 'Skärgård' on the coast. There are no fewer than 1209 islands (*öar* and *holmar*) in all; the more open parts of the lake are called *fjärde*; and there are creeks and ramifications in every direction, the longest of which is that of *Upsala*, extending about 30 Engl. M. from the central part of the lake. Beautiful as the scenery is, it lacks variety, the islands being all of very moderate height and similar in character, and the colouring somewhat sombre.

About 7 Engl. M. to the W. of Stockholm (steamer, see p. 298; high road very muddy after rain, and very dusty in dry weather) is situated the royal palace of \**Drottningholm*, on the *Lofö*, one of the most beautiful of the numerous islands of Lake Mälaren

(*Restaurant*, a little to the right of the landing - stage). — Soon after starting from the Riddarholm, the steamer passes the *Langholm* on the left, with several manufactories and villas. To the S. of the Langholm is the *Reimersholm* with its large distillery, a rocky height above which is marked by a cross and iron plate with an inscription in memory of a Russian buried here by his own desire (fine view). On the right is the military school of *Marieberg* (p. 323); then the islands of *Lilla* and *Stora Essingen*. On the left the island of *Ekensberg*, with the loftily situated château of *Hägersten* on the mainland to the S., to the N.W. of which lies *Klubben*, on the coast. A little farther on, the Sigtuna and Upsala arm of the lake diverges to the N.W. Passing between the *Fogelö* and the *Kersö*, we soon reach the palace, situated a few paces to the S. of the village of Drottningholm and the bridge which connects the island with the *Kersö*.

The *Palace* derives its name ('Queen's Island') from the queen of John III. by whom it was founded at the close of the 16th cent., and the foundation of the present handsome edifice was laid by Hedvig Eleonora, widow of Charles X., nearly a century later. The architects were the eminent *Nicodemus Tessin*, who designed the Palace at Stockholm, and his son of the same name, by whom the building was completed early in the 17th century. The palace was handsomely fitted up by subsequent monarchs, and contains a number of sumptuously furnished apartments, adorned with portraits of the royal families of Sweden and other works of art. Adjacent is a theatre, built by Gustavus III. The gardens, which are laid out partly in the old French style, are embellished with sculptures in bronze and marble. The \**Park* affords delightful walks. One of the chief curiosities here, a little to the S.W. of the palace, is the *Chinese Pagoda* ('Kina Slott'), erected by Adolphus Frederick about 1770, and presented to his queen Lovisa Ulrika. It still contains a small museum of Chinese objects. Adjoining it on the W. is the so-called *Canton*, founded by the same king, who was an adept in the arts of turning and lock-making, as a settlement for his workmen. About 1 Engl. M. to the W. of the Canton is the *Church of Lofö*, from which a pleasant road to the N., and then to the E., leads back to the village (2<sup>1</sup>/<sub>4</sub> M.).

From the Canton a road leads to the S. to the *Malmrik*, where a bridge crosses to the long narrow island of *Munsö*, extending towards the N.W. Between that island and the *Lofö* lies the island of *Svartsjöland*, on the E. side of which, on the Hillersjövik, is situated the dilapidated château of *Svartsjö*, once a monastery, afterwards fortified by Gustavus Vasa, and at a later period used as a residence by several dowager queens of Sweden. Near the château is a large nursery-garden. (Two steamers touch in the vicinity daily.)

The next point of interest on Lake Mälaren is *Mariefred* with the castle of \**Gripsholm* in a bay of the S. bank. The steamboat (p. 298) steers to the W. as far as the *Lofö*, and then turns towards the S., passing the island of *Kungshatt*, so named from a

rock surmounted with a pole and an iron hat, which commemorate the tradition that Olaf Haraldsson, king of Norway, when pursued by the king of Sweden, sprang with his horse from the cliff into the lake and escaped, leaving his hat behind him. Farther on we pass *Fittja* in a creek to the left, and the church of *Eckerö* on the island of *Munsö* to the right, opposite which is the château of *Sturehof*. The island of *Kuggeholm* is named after Marshal Kagg, the château built by whom is at the N.W. end. A little to the N.W. is the *Björkö*, the supposed site of *Birka*, where St. Ansgar first preached Christianity in 829. That the island was once an important place is proved by the antiquities and remains of ancient buildings recently discovered in it. In 1834 a granite cross was erected on the island to commemorate the thousandth anniversary of St. Ansgar's missionary labours in Sweden. Farther N. is the *Adelsö*, the ancient seat of the Folkunga tribe. We pass the *Ridö*, turn to the S., and enter the *Gripsholms-Vik*, on the W. bank of which (not visible from the steamer) is *Räfsnäs*, the gård where Gustavus Vasa received tidings of the death of his father Eric in the massacre of 1520. On the S. bank of the bay is the château of *Näsby*, and in a creek to the W. of it *Mariefred* with its castle.

The small town owes its origin partly to the monastery of St. Mary founded here at the end of the 15th cent. by *Sten Sture the Elder*, whose remains were buried in it in 1504 and afterwards removed to *Strängnäs*, but chiefly to the ancient castle of *Gripsholm*. The original building was enlarged and fortified by the famous *Bo Jonsson Grip* ('the griffin'), the all-powerful minister, or rather co-legent, of King Albert from 1371 to 1385, and was afterwards presented by Sten Sture the Elder to the monastery. Soon afterwards Gustavus Vasa dissolved the monastery and took possession of the castle, which he re-erected and fortified anew in 1537. It was subsequently enlarged and embellished by Gustavus III., who left it in its present form. The principal building, with its four massive towers, is pentagonal in shape, and encloses two courts, still presenting many of the features of a mediæval stronghold. In the outer court are two huge cannon, popularly called the 'boar' and the 'sow', captured by Jacob de la Gardie at Iwanogrod in 1581. In the interior (fee 1 kr.; more for a party) are shown the rooms where John, the son of Gustavus Vasa, was kept a prisoner by his brother Eric XIV., and where the latter when insane was afterwards confined by John III., who deposed him in 1568. Nine years later the unhappy Eric was poisoned at Örbyhus by his brother's order (see p. 340). The unpopular Gustavus IV. signed his abdication here in 1809, and an adjoining apartment is said to have been used by his father as a dressing-room for private theatricals in which he himself took part. The castle contains a very exten-

sive collection of portraits of historical personages, nearly 2000 in all, including Gustavus Vasa and his son Eric XIV., painted by the latter, and a number of their contemporaries, the ambassadors present at the conclusion of the Peace of Westphalia in 1648, Gustavus III. and his contemporaries, and many others. A collection of mediæval furniture, tapestry, and plate also deserves inspection. — About 5 Engl. M. to the W. of Mariefred is the extensive cannon-foundry of *Aker*, near which are the gunpowder-mills of *Rücksta*. — To the N.W. of Mariefred (12 Engl. M.) lies *Strengnäs* (see below).

The next interesting place on the S. bank of Lake Mälaren is *Strengnäs*, the steamers (p. 298) to which, after passing the entrance to the Gripsholms-Fjärd, steer between the mainland and the *Selaö*, which formerly belonged to several families of historical note. To the right, on the island, is the conspicuous farm of *Melsüker*, once a richly furnished château, and near it is the church of *Ytter-Selaö*. On the mainland lies *Sundby*, beyond which we observe to the right the small *Tynnelsö*, with a building once occupied by the bishops of Strengnäs. We now enter a narrow strait between the *Tosterö* and the mainland, and soon stop at **Strengnäs (Hotel)**, a town with 1500 inhab., prettily situated. The history of the place reaches back to the pagan era. A monastery was afterwards erected here, and in 1291 a bishopric established. Gustavus Vasa was elected king at Strengnäs in 1523, and the throne was secured to his heirs by a decree passed here in 1547. Half the town was burned down in 1871, but has since been rebuilt. The handsome Gothic *Cathedral* was consecrated in 1291, but took fire on the occasion. It was afterwards restored, but again repeatedly injured by fire, and has undergone frequent alterations. It now ranks fourth in importance among the cathedrals of Sweden. The disproportionate thickness of the pillars is accounted for by the fact that after a fire in 1551 the walls of the church were lowered 30 feet. The choir is now the most interesting part. Charles IX. (d. 1609), with his two wives and several of his children, Sten Sture the Elder (d. 1504), Karl Gyllenhjelm (d. 1650), a natural son of Charles IX., a distinguished general, and a pious theologian and author (on whose monument are placed the fetters worn by him when a captive in Poland), Admiral Stenbock, and other eminent persons lie buried here. The church also contains a collection of reminiscences of the famous bishop Conrad Rogge (d. 1501). The old episcopal mansion built by Rogge, with picturesque gables and turrets, now used as a school-house, contains the room on the upper floor where the election of Gustavus Vasa took place. A building to the W. of the church contains the *Episcopal Library*, a valuable collection, and a small museum and cabinet of coins. The modern episcopal residence is on the S. side of the cathedral. — A little to the S. of Strengnäs is the estate of

*Ulfhäll* or *Olivehäll*, and in the neighbourhood are several other pleasant country-houses. — A road leads to the W. to *Thorshälla* and *Eskilstuna* (see below), about 21 Engl. M. distant, but it is preferable to proceed thither by water.

The steamboat steers through the strait already mentioned to *Hesselbyholm*, passes *Edeby* and the mouth of the long bay of *Eksåg* (to which steamers also ply), and then the royal château of *Sundbyholm*, and stops at **Thorshälla** (*Lund's Hotel*), situated 2 Engl. M. inland, on the *Thorshällaå* or *Eskilstunaå* which drains Lake *Hjelmaren* (p. 330). The town, with 1000 inhab., was once an important place, but has been entirely supplanted by *Eskilstuna*, 4 Engl. M. higher up the river, with which *Eskilstunas Nedre Canal*, constructed in 1856, connects it. The steamboat takes a considerable time to pass through the two locks by means of which the waterfalls of the *Eskilstunaå* are avoided.

**Eskilstuna** (*Nya Hotelle*; pleasant walks in the *Djurgård*; excellent river-baths), a town with 7000 inhab., charmingly situated, derives its name from *Eskil*, Archbishop of Lund, and one of the first preachers of Christianity in Södermanland. The tradition that he was stoned by the heathen populace at *Strengnäs* and buried here is unfounded. He resigned his prelacy a few years before his death and retired to the Bernardine monastery of *Clairvaux* in France, where he died in 1181. A Bernardine monastery founded here in the 12th cent. was suppressed in 1527 by *Gustavus Vasa*, who erected on its site a royal palace, which was burned down in 1680. Fragments of the building are still to be seen in the churchyard. In 1654 the first metal-works were established here by a Livonian from Riga, and in 1659 municipal privileges were conferred on the town. Since that period, and particularly since the completion of the canal to *Thorshälla* in 1856, *Eskilstuna* has become a famous manufacturing place, the 'Swedish Sheffield', the staple commodities being iron and steel wares. The town consists of the *Gamla Stad* on the E. bank, the *Nya Stad* on the W. bank, the adjoining *Fristad*, and the *Carl Gustafs Stad*. The most important establishments are *Karl Gustafs Gevärsfaktori*, or gun-manufactory belonging to government, on an island in the river, founded in 1814; *Munktell's Foundry and Engine-Works*, opposite; the *Tunafors* rolling and polishing-works, belonging to a company, to the S. of the town; and the *Stålafors* cutlery works, which yield excellent goods at moderate prices. Damascened wares form a specialty of the famous steel-works in the *Fristad*. *Eskilstuna* possesses a *Technical School*, where a collection of the manufactures of the place is exhibited. The town is now connected with Stockholm by two railways (trains in  $4\frac{1}{2}$ -6 hrs.), one via *Flen* to the S., and the other via *Kolbäck* and *Västerås* to the N. — About 7 Engl. M. to the N.E. of *Eskilstuna* is the church of *Jäder*, the burial place of *Axel Oxenstierna*, containing a few me-

morials of the Thirty Years' War. — Above Eskilstuna the river forms several more waterfalls. Near the point where it begins to expand into **Lake Hjelmaren** are the church of Öja and the château of \**Stora Sundby*, one of the handsomest in Sweden, built in the Anglo-Norman style, with pleasant grounds, the property of *Count de Geer*. The lake itself, which lies about 70 ft. above Lake Mälaren, is uninteresting, but is noted for its pike (*gäddor*) and crayfish (*kraflor*). A little to the W. of Öja is the *Hjelmare Canal*, connecting Lake Hjelmare with the Arboga river and thus with Lake Mälaren.

On the N. bank of Lake Mälaren, at the mouth of the *Svartå*, nearly opposite Thorshälla, and easily reached thence by train in 2 hrs. (steamer from Stockholm, p. 298), lies **Vesterås** (*Hotel Kraak*, *Stora Torget*; *Hotel Vesterås*, Hamn-Gatan), with 5500 inhab., the capital of a district and an episcopal see. The name is a contraction of *Vestra Aros* ('W. mouth'), which the place was called to distinguish it from *Östra Aros* (Upsala). It was anciently a town of considerable importance and possessed a Dominican monastery and several churches and chapels. No fewer than eleven national diets were held here, the most important being that of 1527, which abolished the Roman Catholic church, and that of 1844, at which the succession to the throne was settled on Vasa's heirs. The principal edifice is the handsome Gothic \**Cathedral*, founded in the 11th cent., enlarged by Birger Jarl and consecrated anew in 1271, afterwards frequently altered, and finally restored in 1850-60. The tower, added in the 18th cent., is the highest in Sweden (310 ft.). The altar-piece was presented by Sten Sture the Younger and Christina Gyllenstjerna, his wife. Svante Sture, the administrator (d. 1512), and Eric XIV. (d. 1577) lie buried here. A marble sarcophagus was erected in memory of the latter by Gustavus III. The tomb of the regent Magnus Brahe is marked by a marble monument. The *Episcopal Library* of 12,000 vols. includes those of the Elector of Mayence brought from Germany by Oxenstjerna and presented to the cathedral about the year 1640. — The old *Slott*, on a height near the mouth of the stream, once belonged to Jösse Erikson, a robber-knight, and the terror of the district, but about the middle of the 16th cent. was taken by Gustavus I., who restored and extended it. It was afterwards the prison of Eric XIV., who was poisoned at Örbyhus (p. 340) in 1577. In the 17th cent. it was entirely re-erected after a fire, and it is now the district seat of government. — The *Vasa Park*, to the E. of the Town Hall, occupies the site of the monastery and contains a bust of Vasa in memory of the diet of 1527. — From Vesterås to Stockholm by railway in 4 hrs. (see p. 292); to *Strömsholm* in 1 hr.

*Strömsholm* and the *Strömsholm Canal*, see p. 294. *Köping*, and *Arboga*, at the W. end of Lake Mälaren, see p. 292.

The N. bank of the lake, between Stockholm and Vesterås,

though also picturesque, is less interesting than the S. bank. The ramification to *Sigtuna* and *Upsala*, 30 Engl. M. in length, is described in R. 33, ii. *Enköping*, see p. 292.

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THE BALTIC. Of the numerous excursions which may be made by steamboat on the Baltic, on the E. side of Stockholm, those which will repay the traveller best are to (1) *Vaxholm* and to (2) *Gustafsberg*. From the former, if time permit, the voyage may be prolonged to *Norrtelge* and *Östhammar*, and from the latter to *Dalarö*.

1. About 12 Engl. M. to the N.E. of Stockholm, at the mouth of the fjord with its numerous ramifications, lies the picturesque rocky island of **Vaxholm** (\*Hotel), to which steamboats run frequently in 1½-2 hrs. (comp. p. 298). The steamer passes the Djurgård, the entrance to the *Lilla Värta*, and the *Lidingö* on the left, and the *Hästholm*, the entrance to the *Skurusund* (see below), the *Hasseludden*, and *Kummelnäs* on the right. It then traverses a broader part of the fjord, passing the *Askerike Fjärd* on the left, and threads its way between rocky islands until it stops beneath the guns of the fortress. The village, a poor place with about 1200 inhab., who are chiefly fishermen, consists almost entirely of slightly built wooden houses, which the military authorities may order to be pulled down on a few hours' notice in case of a threatened war. Numerous visitors from Stockholm spend the summer here for the sake of the sea-bathing. On a small rocky island between the Vaxholm and the *Rindö* rises the imposing *Fortress* (to which strangers are admitted on showing their passports), founded in the middle of the 16th cent. by Gustavus I. to guard the only practicable approach to Stockholm for large vessels, and strengthened by Gustavus Adolphus. The summit commands a fine view of the surrounding 'skärgård'. A pleasant excursion of 2-3 hrs. may be taken by boat to the *Fredriksborg*, a picturesque ruined tower on the E. side of the *Rindö*, by which the passage between that island and the *Vermdö* was formerly guarded. This channel is now partially filled up, and is not navigable for large vessels.

Beyond Vaxholm, on the mainland to the N., lies *Tung*, at the mouth of the *Åkers-Canal*, through which a steamer runs to *Akersberg* and *Hakunge*, situated on a picturesque lake. Farther distant, to the N. E., are the islands *Södra* and *Norra Ljusterö*, beyond which is the large estate of *Östanå* on the mainland. The next steamboat-stations are *Vetterhaga* and *Bergshamra*, beyond which, to the N. of the *Yxlaö* and the *Blidö*, is the islet of *Furusund*, with a small village, frequented in summer by sea-bathers from Stockholm. Farther to the N. opens the *Telgevik*, a fjord about 12 Engl. M. long, at the head of which lies **Norrtelge** (*Stadshotel*), a busy little trading town with 1620 inhab., and a favourite sea-bathing place. The environs are pretty, and a pleasant excursion may be taken to *Finsta*, the birthplace of St. Birgitta, *Lake Shevik*, the ruined castle of Oxenstjerna at *Mörby*, and the manufactory

of *Ränäs* with its fine park. By land Norrtelge is  $7\frac{1}{2}$ , by water 14 Sw. M. from Stockholm.

The next steamboat-station of importance is *Grisselhamn*, at the N. end of the *Väddö*, the starting-point in winter, when almost all the water-ways to Stockholm are frozen up, for the Åland Islands, Finland, etc. — To the N.W. lie *Östhammar* and *Öregrund*, two small trading towns of considerable antiquity, but now unimportant. The steamer next steers to the N. W., passing the mouth of the Dalelf (p. 341), to *Gefle* (see p. 341),  $16\frac{1}{2}$  Sw. M. distant from Stockholm by railway, and 37 sea-miles (148 Engl. M.) by steamer.

2. Another very favourite excursion from Stockholm is to the porcelain manufactory of **Gustafsberg**, 10 Engl. M. to the E. of Stockholm, but reached by a very circuitous route. The steamer (p. 298) steers down the fjord to *Kungshamn*, and then suddenly turns at a right angle towards the S. into the very narrow and picturesque *Skurusund*, separating the *Vermidö* from the mainland. At the S. end of the strait lies *Dufnäs*, where Gustaf Vasa is said to have fought against the Danish usurpers in his youth. This point may also be reached by the pleasant route from Stockholm to *Kolbotten* at the E. end of the *Järla Sjö* (p. 325), from which the traveller may walk to *Dufnäs* in 25 min.; or this route may be taken in returning. At *Dufnäs* the strait expands, and the steamer then proceeds towards the E. through another and even narrower strait called *Södra Stäket*, beyond which it enters the broad and almost entirely land-locked *Baggens-Fjärd*, named after *Jacob Bagge*, a Swedish naval hero, and steers to the N.E. to *Gustafsberg*, where the porcelain manufactory is the chief object of interest. One of the specialties of the place is the tasteful Parian and biscuit china, which is favourably known beyond the limits of Sweden.

From the *Baggens-Fjärd*, a little to the S. of *Gustafsberg*, another narrow channel, part of which is called the *Strömma Canal*, separating the *Vermidö* from the *Ingvarö*, and also traversed daily by steamers (p. 298), leads to *Stafsnäs* and the bleak little island of *Sandhamn*, a genuine specimen of a Scandinavian 'skär', but boasting of a post-office and telegraph-station.

Steamers also run from the *Stäke* to the S. to *Dalarö*, a rocky promontory with a picturesque old tower, and a favourite sea-bathing place, with an inn and several pleasant villas. Steamboats occasionally run from *Dalarö* to the S. to the *Gutö*, with an asylum for destitute children, the *Ornö*, the *Muskö*, with the harbour of *Elfsnabben* from which Gustavus Adolphus embarked for Germany in 1630, and the *Uö*, with valuable iron-mines.

### 33. From Stockholm to Upsala.

#### i. By Railway.

6,2 M. RAILWAY in 1 hr. 25 min. to 4 hrs. (express fares 5 kr. 60, 4 kr. 5 ö.; ordinary 4 kr. 65, 3 kr. 45, 2 kr. 20 ö.). Six trains daily, of which two are very slow goods-trains, with 2nd and 3rd class only.

Passing *Carlberg* on the left and the church of *Solna* on the right, the ordinary trains first stop at (0,7 M.) *Järfors*, from which

a road leads to ( $\frac{1}{2}$  hr.) *Ulriksdal* (p. 324). Farther on we observe *Edsberg* on the right, at the N. end of the *Edsvik* (p. 324), and *Sollentunaholm* on the *Norrvik* (with the church of that name to the left). 1,<sub>8</sub> M. *Rotebro*, 2,<sub>3</sub> M. *Väsby*, 3 M. *Rosersberg*, with the château of that name, not visible from the train. From (3,<sub>4</sub> M.) *Märsta* a visit may be paid to (1 hr.) *Sigtuna* (p. 334). Uninteresting scenery. 4,<sub>5</sub> M. *Knifsta*, 5,<sub>5</sub> M. *Bergsbrunna*. We now obtain a fine view of the plain of *Upsala* (*Upsala-Slätten*), the cradle of Swedish culture, with the churches of *Danmark*, *Vaksala*, and *Gamla Upsala*. The train crosses the *Säfjåå*, an affluent of the *Fyriså*, approaches the latter stream at *Uluna*, traverses *Kungsängen* ('the king's meadow'), formerly the *Fyrisvall*, and soon enters the handsome station of **Upsala** (p. 335).

## ii. By Steamboat.

STEAMBOAT daily in  $5\frac{1}{2}$  hrs. (from Riddarholmen at Stockholm at 9 a.m., from *Upsala* at 8 a.m.), fare 2 or 1 kr.

The scenery is somewhat monotonous, and the steamer is a slow conveyance, which stops at nineteen intermediate stations; but those who have ample time will prefer it to the train, at least for the journey to *Upsala*. The first station is *Nockby*, where a wooden bridge connects the mainland with the *Kersö*, from which another bridge crosses to *Drottningholm* (p. 325). The broad expanse of Lake *Mälaren* is quitted here, and the steamer threads its way between several islands and the mainland, crossing several *fjärdar* (bays). On the right lies the pleasant estate of *Hesselby*, and beyond it that of *Riddarsvik* (station), and to the left is the island of *Svartsjöland*. Farther on we pass on the right, the château of *Görvälen*, built by Duke John, brother of Charles X., and on the left that of *Lennartsnäs*, once the property of Lennart Torstenson (d. 1651), one of the most distinguished generals of Gustavus Adolphus in the Thirty Years' War. We now reach the narrow strait of *Stäket* (said to be a word of Finnish origin), an island in which, called *Almare - Stäket*, contains a few fragments of the castle of *St. Erik's Borg*. An ancient stronghold which stood here was destroyed by the Esths in 1187, and a castle was afterwards erected on the same site by Nikolaus Ragvaldi, Archbishop of *Upsala*. At a later period it was occupied by Archbishop Gustaf Trelle, a powerful opponent of the administrator Sten Sture the Younger, who took the castle and destroyed it in 1517. This strait forms the entrance to a long and narrow arm of the lake called *Skarfven*. We next pass the estate of *Runsa* on the right. Beyond it, in a bay on the right, rises the —

\***Château of Rosersberg** (*Rosersbergs Slott*), at which the steamboat does not touch. (It is most easily reached by railway, or by the small *Sigtuna* steamer which leaves the *Munkbrohamn* daily at 2.30 p.m.) The place derives its name from the family of *Tre*

*Rosor*, to which it once belonged. It next came into the possession of the famous Oxenstjerna, and afterwards became the property of the crown. It was a favourite residence of Charles XIII. and of his adopted son Bernadotte. The picture-gallery contains busts of these monarchs and others in marble, by *Byström*, Etruscan vases, etc. The library consists of 7000 vols., a catalogue of which, written by Charles XIII. himself, is shown. His bedroom is also preserved in its original condition.

Farther on, we observe to the right the recently restored château of *Steninge*, once the property of Marshal Fersen, who was murdered by the populace during an insurrection at Stockholm in 1812. The park contains a monument to his memory. We now enter the *Sigtuna-Fjärd*, in which, to the right, lies —

**Sigtuna** (*Källare*, a restaurant only), once one of the largest and handsomest towns in Sweden, but now containing 500 inhab. only. It was founded at the beginning of the 11th cent. by Olaf Skötkonung, and was destroyed by the Esths in 1187. They are said to have carried off the two massive silver doors of the choir of one of the churches, which now adorn a church in Novogorod. All that remains of the ancient buildings of Sigtuna consists of the scanty ruins of the churches of *St. Peter*, *St. Lawrence*, *St. Olaf*, and *St. Nicholas*. The present church once belonged to a Dominican monastery. The place is prettily situated, and commands a fine view of the lake.

To the left we next observe the *Signildsberg*, the site of a still more ancient town of Sigtuna (*För-Sigtuna* or *Foru-Sigtuna*), the scene of the saga of Hagbart and Signe. On the same bank lies *Hätunaholm*, with the church of *Hätuna*, where dukes *Eric* and *Valdemar* took their brother King Birger prisoner in 1306 and compelled him to grant them extensive privileges. The following year Birger revenged himself by inviting them to Nyköping, where he caused them to be thrown into prison and starved to death, an act of barbarity which cost him his throne. The three brothers are interred in the choir of the Storkyrka at Stockholm. Beyond *Erikssund*, *Finstaholm* (stations), and the church of *Häggeby*, the arm of the lake expands into the *Skofjärd*, on the left side of which rises the —

\* **Skokloster** (properly *Skogkloster*, 'forest monastery'; station), an imposing château, on the site of a monastery which originally belonged to the Dominicans and afterwards to Cistercian nuns. The convent was suppressed by Gustavus Vasa, and was presented by Gustavus Adolphus to Marshal Herman Wrangel, whose son Charles Gustavus Wrangel erected the present château in the style of that of Aschaffenburg in Germany and filled it with treasures captured during the Thirty Years' War. After his death it passed into the possession of Count Brahe, his son-in-law, and still belongs to the same family. The building is square in form, each

side being 140 ft. long, and encloses a court in the interior. At each corner rises a handsome tower roofed with copper. A great part of the interior is still in an unfinished condition. The handsome *Vestibule* is borne by eight Ionic columns of white marble, which were presented by Queen Christina. The *Kungssal* has a richly decorated stucco ceiling. The staircases and vestibules are embellished with numerous portraits (including those of several of Marshal Wrangel's Scotch auxiliaries), pictures by *Ehrenstrahl* and others, and rich tapestry. The very valuable *Collections* preserved here comprise a *Library* containing 30,000 vols. and numerous MSS., and an *Armoury* with 1200 guns of various kinds; a number of swords, daggers, and bows, the sword of Ziska, the famous Hussite leader, the sword used by the executioner at the 'Blood-bath of Linköping' (p. 368), and the shield of Emp. Charles V., said to have been executed by Benvenuto Cellini, and captured at Prague in 1648.

Near the château is the handsome Gothic \**Skokyrka*, which originally belonged to the monastery. It contains the burial-chapel of Marshal Herman Wrangel and an equestrian statue to his son, a handsome pulpit, and an interesting altar-piece. The font and a figure of the penitent Magdalene were brought from the monastery of Oliva near Dantzig. Here, too, is buried *Hedvig Charlotta Nordenflycht*, 'the Swedish Sappho', who on account of a disappointment in love threw herself into a river and died shortly afterwards (1763). — The overseer of the estate provides visitors with board and lodging if required. The traveller may now row to *Alsike*, and drive thence to the *Knifsta* railway-station (p. 333).

Beyond Skokloster the steamer enters the *Fjärd Ekoön*. On the right are the church of *Alsike* and the estate of *Krusenberg* (station); on the left the churches of *Åker*, *Dalby*, and *Näs*. To the right, farther on, is *Kungshamn*, where the kings of Upsala are said once to have kept their fleet. At stat. *Flötsund* the steamer enters the muddy *Fyriså*. To the right stretches the fertile plain of *Upsala*, with the churches of *Danmark*, *Vaksala*, and *Gamla Upsala*. On the left is the agricultural school (*Landbruks-Institutet*) of *Ultuna*. The river expands considerably at two places, beyond which *Upsala* comes in view and is soon reached.

## 34. Upsala.

**RAILWAY STATION** on the E. side of the town. Steamboats stop at the *Strömparterre*, on the S. side.

**Hotels.** \**STADS-HOTELLET*, *Drottninggatan*; *JERNVÄGS-HOTEL*, *SVEA-SALA*, and *GEFLE*, all in the *Kungsgrata*, near the railway-station; *ODEN*, *Drottninggatan*.

**Restaurants.** *Stadshotellet*; *Upsala Gille*, *Vedtorget*; and several others. Among the cafés may be mentioned that of the *Strömparterre*, at the steamboat-pier, with a pleasant garden where a band plays in the evening.

**Baths.** *Hydropathic Establishment*, by the *Slottskällan*, below the

*Slott. River and Swimming Baths* by the Dombro and beyond the Svartbäckstull (on the road to Gamla Upsala).

**Reading Room**, with foreign newspapers, at the *Upsala Gille*, Vedtorgat; admission 50 ö., or for a month 1 kr.

**Bookseller.** *Akademisk Bokhandel*, Dombro. Fine series of views of Upsala and Sigtuna by *Billmark*, 24 kr.; *Upsala i Taflor*, twelve views by *Nay*, 6 kr.

**Cabs (Äkare)** at the railway-station and the steamboat-pier. Drive in the town for 1-2 pers. 50-75 ö.; to *Gamla Upsala* 1½-2 kr., with two horses, 3-4 pers., 5 kr.; to *Eklundshof*, 1-2 persons, 50 ö.; to *Ultuna* 1½-2 kr.

**Promenades.** *Odinslund*, between the cathedral and the university; *Slottspark*; also 'Parken' on the Pollacksbacke on the S. side of the town, especially during the drill of the 'Indelta Armee'. Shady walks on the W. side of the town. — Views from the *Slott* and from the steps of the University; finest view of the Cathedral from the Östra Ägata, near a mill-weir in the *Fyriså*.

**University Collections.** *Botanic Garden*, always open.

*Coins and Northern Antiquities*, St. Larsgatan 2; apply to the 'amanuensis'.

**Library**, open in summer on Tuesdays and Fridays, 11-1 o'clock. At other times the hotel-keepers will send for the 'vaktmästare', who, however, is sometimes engaged.

*Linné's Garden* ('Linnéanska Trädgården'), Svartbäcksgatan 27, may conveniently be visited on the way to *Gamla Upsala*.

*Mineralogical Collections* in the Chemical Laboratory (*Nya Kemiska Byggnaden*), Tuesdays and Fridays, 12-1.

*Physical Cabinet*, in the same building, Wed. and Sat., 12-1.

*Picture Gallery* ('Muséet för Bildande Konst'), in the Gustavianum, to the W. of the cathedral, Sat. 1-2.

*Zoological Museum*, in the Gustavianum, open on week-days. The same building contains *Marklin's Natural History Museum* (apply to the 'konservator').

*Upsala* (which is the genitive of *Upsalir*, 'the lofty halls'), the most famous university-town in Sweden, and the residence of the archbishop, the 'landshöfding', and other dignitaries, with 13,000 inhab. lies on both banks of the *Fyriså*, which is crossed by five bridges. The modern part of the town (*Staden*) lies on the flat E. bank, while the older quarters (*Fjerdingen*) are on the somewhat abrupt W. bank. It was formerly called *Östra-Aros*, and at the period when the kings of Sweden resided at *Gamla Upsala* it formed their commercial town and harbour. In 1276 the head-quarters of the archiepiscopal see, which had been founded a century earlier, were transferred from *Gamla Upsala* to the present town, while the kings selected Stockholm as their future residence. Like *Throndhjem* in Norway, *Upsala* may be regarded as the historical and intellectual centre of the Swedish empire. In ancient times likewise it formed the great stronghold of paganism, memorials of which abound in the tombs and monuments of the neighbourhood; and it was here that the apostles of Christianity experienced the most determined opposition. *Geijer*, in one of his most beautiful poems, 'Den Sista Skalden' (the last of the bards), represents the venerable bard on his return home extolling the magnificence of the temple of *Upsala*, beneath the lofty arches of which *Svithiod's* mighty gods were enthroned, and he after-

wards depicts the burning of the sanctuary and the baptism of the terrified inhabitants in the Fyriså. It is in these historical and mythical associations that the interest attaching to Upsala to a great extent consists. The chief modern centre of attraction is the university, which was founded in 1477.

The **Cathedral** is picturesquely situated on a height (*mons domini*) rising above the Fyriså. The exterior, with its two towers, which were intended to be 388 ft. in height, has been disfigured by restorations, but the interior, though plain, is very impressive. The strictly Gothic style of the architecture recalls that of some of the French cathedrals, and is accounted for by the fact that the architect was *Etienne de Bonneuil*, a Frenchman. The edifice was begun in 1260 and completed in 1435, but was partly destroyed by fire in 1702. It consists of a nave with aisles, a transept, and a choir, the last forming a prolongation of the nave, while the retro-choir is a continuation of the aisles. The handsome vaulting is borne by 24 pillars. The windows are lofty and narrow. Between the flying buttresses, which are enclosed within the walls of the building, are a series of chapels on each side, forming a third and fourth aisle respectively. These chapels are also carried round the choir, where they contain the most celebrated monuments in the cathedral. In the interior the church is 359 ft. long, 103-136 ft. broad, and 90 ft. high. The roof rises to a farther height of 23 ft., and the towers, as far as the lanterns added by *Hårleman*, are 178 ft. high.

Among the objects of interest in the interior are the pulpit, designed by Tessin, the large organ, the altar (by Burchard Precht of Rome, 1731), and the candelabra (*ljuskronor*), one of which, in silver, weighs  $52\frac{1}{2}$  lbs. To the right of the altar is the silver-gilt sarcophagus of *King Erik IX.* (d. 1160), the patron saint of Sweden. The chief boast of the cathedral, however, is the \**Burial Chapel of Gustavus Vasa* ('Gustavianska Koret'; d. 1560), at the back of the choir. The walls of the chapel are embellished with two large and five small frescoes by *Sandberg*, representing scenes from the life of the great monarch, and are inscribed with the words of his last address to the Estates in 1560. In the centre of the chapel is placed his recumbent figure, between those of *Catherine of Lauenburg* and *Margaretha Lejonhufud*, his first two wives, on a pedestal ('castrum doloris') with obelisks at the corners. His third wife, *Karin Stenbock*, who survived him upwards of sixty years, is also interred in this chapel. The handsome stained-glass window is by *Way*. The *Chapel of Katarina Jagellonica* contains the sumptuous monument in marble to *John III.* (d. 1592), which was executed in Italy, but wrecked on the voyage from Leghorn to Sweden, and taken to Dantzig, where it remained till 1785. The other chapels around the choir belong to the illustrious families of *Sture*, *Brahe*, *Oxenstierna*, *Lejonhufud*, and *De Geer*. The

monument of *Linnaeus* is in the *Banér Chapel*, which adjoins the N. aisle, while the remains of the great naturalist repose under the organ-loft. It consists of a pyramid of porphyry, with a bronze medallion of *Linnaé* by Sergell, and bears the inscription: ‘*Carolo a Linne Botanicorum Principi Amici et Discipuli, 1798*’. — The Sacristy contains many curiosities and precious relics, including ecclesiastical vessels in gold and silver, vestments, crowns, sceptres, the clothes of the Sture who were put to death by Eric XIV. (in 1568), the derisive gift of King Albert of Mecklenburg to Queen Margaret (a stone for sharpening her needles), and her retort in the shape of a banner formed out of her own under-garments. — The traveller should walk round the outside of the church and inspect the *Choir* and the imposing lateral \**Portals*. The sacristan (*klockare*) lives in the house adjoining the flight of steps (*dom trapphuset*).

To the N. of the cathedral is the *Eriks Källa*, or Spring of St. Eric, which is said to have burst forth on the spot where the saint was executed. Its water is now used by a hydropathic establishment.

To the S. of the cathedral rises the *Trefaldigheds-Kyrka*, or *Bondkyrka* ('church of the Trinity', or 'of the peasants'), an older edifice than the cathedral, but now uninteresting. It belongs to the rural part of the parish of Upsala. Farther on is the *Odins Lund*, a promenade adorned with an obelisk to the memory of Gustavus Adolphus. We next reach the *Carolina Rediviva*, a handsome building (with fine view from the flight of steps) containing the valuable library of the university (200,000 vols. and 7000 MSS.), the chief treasure of which is the famous \**Codex Argenteus*, a translation of the four Gospels by Bishop Ulphilas, dating from about the second half of the 4th century, written on 188 leaves of parchment in gold and silver letters on a reddish ground. This precious MS., which was captured in the Thirty Years' War, was presented by Queen Christina to Vossius, her librarian, and was purchased from him for 400 crowns by De la Gardie, the chancellor of the university. It is to this work of Ulphilas that we are almost exclusively indebted for our knowledge of the ancient Gothic language, which stands nearly in the same relation to the Germanic languages as Sanscrit to the Aryan. — In front of the library rises a *Monument of Charles XIV.* (Bernadotte, d. 1844), by *Fogelberg*.

Traversing the Carolina Park to the W. of the library, we reach the *Botanic Garden* ('botaniska trädgården'), adjoined by a lecture-room containing a marble *Statue of Linne* by *Byström*. The celebrated botanist resided at No. 27 *Svartbäcksgatan*, and in summer at *Hammarby*,  $\frac{1}{4}$  M. distant, where his sitting-room and the room in which he died are shown to the curious.

To the E. of the botanic garden rises the large and unpleasing *Slott*, a castle founded by Gustavus Vasa in 1548, but never com-

pleted. In front of it is a bust of the founder by Fogelberg. In this castle Eric XIV. caused the ill-fated *Sture's* to be murdered, and it was here that Queen Christina abdicated. The N. tower and the *Styrbiskop* (built to 'overawe the bishops') are now in ruins. Fine \*View from the castle, to the N. of which *Gamla Upsala* is visible. — A still finer view is obtained from the *Pollacksbacke*, farther to the S., adjoining which is the 'utvärshus' or restaurant of *Eklundshof*.

The principal university-buildings are the *Gustavianum* ('Gustavianska Akademien'), near the cathedral; the *Observatory* ('Astro-nomiska Observatoriet'), a little to the W.; the *Chemical Laboratory*; the *Regnleeanum*, Trädgårdsgatan 18; the *Anatomy Building* ('Anatomi Bygnaden'), *Vestra Ågatan* 26; the *Collection of Coins and Northern Antiquities* ('Myntsamling och Nordiska Forn-saker'), St. Larsgatan 2. — The *New Hospital* ('Nya Sjukhuset'), to the S. of the castle, enjoys a high local reputation.

The *Cemetery*, situated to the W. of the library, deserves a visit. Among the numerous monuments of distinguished men is that of *Geijer*, the poet. The monuments of the different 'nations' of the students should also be noticed. On entering the university each student is bound to attach himself to one of the thirteen 'nations', each of which, somewhat like the colleges of Oxford and Cambridge, possesses its own buildings, presided over by curators, inspectors, and a committee of management. The members of each nation are divided into seniores, juniores, and recentiores. On the choice of a 'nation' depends to a great extent the character of the student's education and his future career, and each retains his rights of membership for life. Duelling, to which severe penalties were attached by a law of 1682, has long been unknown in Sweden. One of the chief 'national' recreations is quartett singing. — The number of students is now about 1500.

**EXCURSIONS.** The most interesting spot near Upsala is \**Gamla Upsala*, about  $\frac{1}{2}$  M. to the N.E. (cabs, see above; railway in 10-13 min.), but the road to it is unattractive. Here are the three *Kungshögar*, or Tumuli of the Kings, named after the Scandinavian gods, *Thor*, *Odin*, and *Freyr*, each about 58 ft. high and 225 ft. in diameter. One of them was opened in 1845 and another in 1874, when evidence of their having been thrown up by human hands was found. Near them is the *Tingshög* ('assize hill'), 39 ft. in height, from which the kings down to Gustavus Vasa used to address their subjects. — Adjoining the tumuli is a very ancient *Church*, built of field-stones (*grästenar* or *vräkstenar*), containing a monument to *Anders Celsius*, several old pictures, and ecclesiastical vessels. The inn here contains a drinking-horn, presented by Bernadotte, out of which the Swedish students quaff mead in memory of the venerable associations of the place. — Of the ancient temple of Upsala, which is said to have been lined with

polished slabs of brass in Oriental fashiou, no trace has ever been discovered.

If time permit, the traveller may now visit the *Mora Stones* and Linné's country-house of *Hammarby* (p. 338), about 1 M. to the S.E. of Upsala. The ten stones now remaining are enclosed in a stone building erected in 1770, but probably few of them are genuine. It was here that the newly elected kings swore to observe the laws of the country, and they thereupon received an oath of allegiance from the *lagmän*, or judges, in the name of the people, who prayed that God might grant the king a long life, taking care to add the reservation, 'if he be a good king'. The original *Mora Stones*, which had all disappeared by the time of Gustavus Vasa, consisted of a large stone, resting on several smaller ones, adjoining which were placed the *hyllningsstenar*, or 'homage-stones', on which the new king mounted to show himself to the people. By the homage-stone, on the election of each new sovereign, was placed a smaller stone bearing his name and the date of his accession to the throne, and it is of these last alone that the *Mora Stones* now consist.

### 35. From Upsala to Gefle.

10.<sup>6</sup> M. RAILWAY in 4<sup>1</sup>/<sub>2</sub> hrs., one through-train daily (fares 8 kr. 50, 5 kr. 30 ö.).

The scenery is uninteresting, but a visit may be paid on the way to the waterfall of the *Dalelf* at *Elfkärleby* and to the famous iron-mines of *Dannemora*.

The train at first follows the course of the *Fyriså*. Beyond (1,<sup>9</sup> M.) *Vattholma* is the interesting château of *Salsta*, erected by Tessin.

4 M. Örbyhus. The château, now the property of Count de Geer, belonged for nearly two centuries to the celebrated Vasa family and was fortified by Gustavus Vasa. It was here that his unfortunate and half-insane son Eric XIV. was imprisoned by order of his brother John III. on 25th Feb. 1577.

On 19th Feb. 1577, John wrote thus to *Eric Andersson*, who was then the commandant of Örbyhus: — 'We have resolved with our council as follows. We give you power and authority to shorten King Eric's life by giving him such a draught of opium or mercury that he can no longer live. When it is prepared give it him to drink. Should he refuse, you may compel him to take it. In case a crowd of ill-disposed persons should come to release him from prison, you must, as soon as you hear of their approach, put an end to his life with the draught above mentioned; and if he will not take it, you are to place him in a chair and open the veins in both his hands and feet in order that he may bleed to death. But if he will not submit, you must cause him to be bound and restrained by force as long as necessary; or you may smother him with pillows and cushions. In any case you are first to allow a priest access to him, who may administer the holy sacrament to him. All this you must not omit to do if you wish to be regarded as a good and faithful servant. If there is no danger, it is our will that King Eric receive princely meat and drink and princely attendance. But

if it is necessary to act otherwise, our true subjects shall be free from all responsibility'.

Eric's prison is preserved nearly in its original condition. The unhappy prince was arrested on 29th Sept. 1568, deposed on 1st Jan. 1569, and kept a prisoner at Stockholm for 21 months. On 16th July 1570 he was removed to *Abo*, on 15th Aug. 1571 to *Kastellholm* in Åland, on 16th Dec. of the same year to *Gripsholm*, in June 1573 to *Vesterås*, and towards the close of the following year to *Örbyhus*. When he was poisoned in 1577 he was 44 years of age.

FROM ÖRBYHUS TO DANNEMORA (0,8 M.), by a branch-line in 25 min. (fare 65 or 40 ö.). The famous \*Mines of Dannemora, which yield the best iron in Sweden, occupy an area of upwards  $\frac{1}{4}$  M. in length by 30-380 yds. in width. They lie at a depth of 27 ft. below the *Grufsjö*, against the encroachment of which they are protected by means of a massive wall of granite, 37 ft. high at places. The best time to visit the mines is in the forenoon. They are very cold, and at places they contain masses of ice, sometimes assuming grotesque forms. The miners generally work by the light of coal-fires. The air is oppressive, and the ground slippery.

One of the largest of these mines is that of \*Österby,  $\frac{1}{4}$  M. to the E., the property of Baron Tamm, with a handsome mansion, a park, a steam-hammer and other works, and a church, together forming quite a little town. The château contains a valuable picture-gallery and sculptures by *Sergell*, *Fogelberg*, and *Byström*. — The productive mines of *Leufsta* or *Löfsta* are about 3 M. to the N. of Dannemora.

Beyond Dannemora the train runs to *Harg* on the Baltic in 2 hrs. more.

4,5 M. *Tobo*, with extensive iron-works; 5,7 M. *Tierp*, on the *Tierpså*, in a fertile district. Numerous forges in every direction. 6,5 M. *Orrskog*, whence a branch-line runs to (0,8 M., 65 or 40 ö.) \**Söderfors* on the *Dalelf*, an anchor-manufactory, driven by the falls of the river, and also belonging to Baron Tamm. It is a prettily situated place, forming a little world of its own.

8,3 M. *Elfkärleö*. The train crosses the Dalelf here by means of a bridge of six arches, 408 ft. in length, and a viaduct 437 ft. long. Visitors to the waterfall of \**Elfkärleby*, about  $\frac{1}{2}$  M. lower down the river, alight here. The fall is 49 ft. high and 250 ft. in width, and the volume of water is very large; but, like the principal waterfalls at *Trollhätta*, it is divided into two parts by an island in the middle of the stream, whereby its effect is diminished. The environs of the fall are tame and uninteresting. Below it is the *Stone Bridge of Charles XIII.* (inn), which affords a good survey of the scene. From this point the traveller is recommended to drive to \**Skutskär*, the next railway-station, a place with 1400 inhab., situated on the Baltic, and possessing extensive steam-sawmills. Steamboats to Gefle, Elfkärleby, etc.; another steamboat also plies on the *Dalelf* daily (3.15 p.m.) from *Husby-Kungsgård*, near Elfkärleby, to *Avesta*, near *Krylbo* (p. 344).

Immediately beyond Skutskär is (9,3 M.) *Harnäs*.

10,6 M. **Gefle** (\**Stadshuset*, on the Rådhus Esplanade; *Skandia*, on the *Nybro*; *Hotel Gefle*, by the Dala Railway), a handsome and rapidly increasing town, with 17,000 inhab., is an important commercial and manufacturing place, and the chief outlet for the export of the timber and metal yielded by the provinces of Gest-

*rike, Helsingland, and Dalarne.* It owes its substantial modern appearance to the great fire of 1869, which destroyed the whole of the quarter on the N. bank of the *Gefleå*. The town contains nothing to interest travellers, and the scenery is unattractive. A walk may be taken in the *Stadsträdgård* and on the bank of the *Gefleå*. — Steamboats ply frequently between Gefle and the principal ports on the Gulf of Bothnia; to Stockholm daily. A steam-launch plies daily between Gefle and the fishing village of *Böna*, to the N.E. of the town.

### 36. From Gefle to Falun.

8,6 M. RAILWAY in  $3\frac{3}{4}$  hrs., two trains daily (fares 5 kr. 15, 4 kr. 30, 2 kr. 60 ö.).

The greater part of the country traversed is very uninteresting, but the extensive Bessemer steel-works at (2,1 M.) *Sandsviken* on the *Storsjö* are worth seeing. At (3,6 M.) *Storvik* the line is crossed by the *Sala* and *Krylbo* railway, which runs to the N. to *Bollnäs* (p. 348). At the *Dalport*, beyond (5,5 M.) *Källviken*, the train enters the province of Dalarne, and at *Rydden* it reaches its highest point (704 ft. above the sea-level). Near (8,1 M.) *Korsnäs* (370 ft.) we obtain a pleasant view of the *Runn-Sjö*.

8,6 M. **Falun** (\**Dala Hotel*; \**Nya Hotellet*; *Falu Hotel*; *Gäst-givaregård*; bookseller, *Nordin*), the capital of Dalarne, with 7000 inhab., far famed for its copper-mines, lies between lakes *Varpan* and *Tisken*, on both banks of a small stream, and in the vicinity of the *Runn-Sjö*. The town has obviously grown out of a group of separate villages, the names of which still survive. On the E. bank of the stream are *Östanfors*, *Lillarfvet*, *Öfra* and *Yttra Åsen*, *Slaggen*, and *Holmen*; on the W. bank *Presstätgen*, *Gamla Herrgården*, and *Elsborg*. The principal buildings are the *Kristina-Kyrka* in the *Stortorg*, the *Kopparbergs-Kyrka*, with its green copper roof, the *Rådhus*, the *Gymnasium*, and the *Magasinhus*, which contains a collection of minerals. The *Villa* at *Lillarfvet* and *Manhem* to the E. of the town are popular resorts.

Towards the S.W. the whole face of the country presents the appearance of having been burned up by the *Roströk*, or smoke from the *Rosthögar* ('roasting hills') which surround the mines. This smoke blackens all the wood exposed to its influence, and gives metals a spotted appearance, but it is believed to be an excellent disinfectant, and to have warded off the cholera and other epidemics on several occasions. The fumes of the vitriol of copper in the mine itself have still more marked preservative properties. In 1719 the body of a young man named *Matts Israelson*, with the sobriquet *Fet-Mats*, who had perished in the mines 49 years previously, was recovered, and was so well preserved that it was immediately identified by an old woman to whom he had been be-

trothed. For 21 years more it was preserved in a glass case, but at length fell to pieces and was buried.

The *Falu Grufva* or *Stora Kopparberget* (corrupted to *Kårberget*) has been known to history since 1347, but was probably worked at a still earlier period. The yield was formerly much larger than at the present day (20,000 skeppund, or about 3322 tons annually in the 17th cent., but now 4-5000 skeppund, or 664-830 tons only). At one time the mines of *Åtvidaberg* in Öster-Götländ (p. 368) even took precedence of those of Falun, but they now yield about 430 tons only per annum. As in the middle ages, therefore, the mines of Falun still claim the distinction of being the 'Treasury of Sweden' (*Sveriges Skattkammare*). The proprietors are called *Fjärdepartsegare*, of whom in the year 1616 there were as many as 1200. Each *Fjärdepart* is worth about 4000 crowns. The company is called the *Stora Kopparbergs Bergslag*.

The most interesting spot here is known as \**Stöten*, the site of a mine whose roof subsided in 1687, and now an abyss 290 ft. deep, 1160 ft. long, and 640 ft. wide. — Visitors are provided with miners' attire (*öfverkläder*) at the mining-office (*grufstuga*) and with a miner (*stigare*) as a guide (fee 3-5 kr., according to the number of the party; additional fee for gunshots fired to awaken the echoes). The descent is at first by a wooden staircase and afterwards by iron steps. At a depth of nearly 700 ft. we enter the so-called *Rådssal* ('council-chamber'). The ground is very wet at places, and the usual lighting very inadequate. Those who are conscientiously resolved to see all the lions of Sweden will of course not omit to visit these mines, but the expedition can hardly be called a very attractive one. — The *Grufstuga* contains an interesting collection of portraits, old charters, antiquities, minerals, etc. A visit should also be paid to the *Kopparhytta*, where the ore is successively converted by smelting into *Skärsten*, into *rå-koppar* ('raw copper'), and finally into *gar-koppar* ('pure copper').

Falun is situated on classic soil. On the neighbouring *Runnsjö* is *Rankhyttan*, with the barn (*kungslada*) in which Gustavus Vasa when a fugitive and disguised as a Dalkarl once thrashed corn. At *Ornäs* he was enabled by *Barbro Stigsdotter* to elude his persecutors, to whom her husband *Arendt Persson* was about to betray him. His bed and other memorials are still shown here in the *Kungskammare*, from the window of which Barbro let him down by a long towel. *Ornäs* (1,6 M. from Falun) is most easily reached by railway, and *Rankhyttan* near *Strand* by the steamboat which plies on the *Runnsjö*.

*Lake Siljan* is reached from Falun either via *Smedsbro*, *Helgbo*, *Brednäs*, and *Leksand*, at the S. end of the lake, a drive of about 4½ M. in all; or, more easily, by *Borlänge* (see below).

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Falun is placed in direct communication with (23 M.) Kil on the Stockholm and Charlottenberg railway by means of the 'BERGLAGERNAS JERNVÄGAR' (8½ hrs.; fares 18 kr. 40, 11 kr. 5 ö.).

As far as *Ornäs* (see above) the train follows the W. bank of

the Runnsjö. It then crosses the Dalelf. Stat. *Domnarfvet*, *Borlänge* (p. 345), *Skräcka*, *Rämen*, on the lake of that name, and *Gräsberg*. — 6,6 M. *Ludvika*, junction of the branch-railway to Smedjebacken (Strömsholms Canal, p. 293) and of the line to Frövi (p. 293), with the latter of which the Kil line runs parallel for some distance. — The following stations are: *Klenshyttan*, *Grängesberg*, *Hörken*, *Ställdalen* (comp. p. 293), *Bredsjö*, *Hellefors*, with large iron-works, and *Grythyttet*. — 16,3 M. *Herrhult*, where the line intersects the railway from Kristinehamn to Filipstad (p. 265). — 17,3 M. *Daglösen*; then, *Geijersdal*, *Lindfors*, *Molkom*, and *Deje*, on the Klarelf (p. 265). — 23 M. *Kil*, see p. 264.

The line is to be prolonged to *Venersborg*; comp. p. 263.

## 37. From Upsala to Falun and Lake Siljan by Krylbo.

### Dalecarlia. Passes to Norway.

RAILWAY to *Falun* (19,2 M.) in  $7\frac{1}{4}$  hrs.; fares to *Storvik* (14,2 M.), 10 kr. 65, 7 kr. 80, 4 kr. 95 ö.; from *Storvik* to *Falun* (5 M.), 3 kr., 2 kr. 50, 1 kr. 50 ö.

FROM *FALUN* TO *LAKE SILJAN* the best route is viâ *Borlänge*, on the Bergslagens-Bana (p. 293). Two trains daily from *Falun* to (2,2 M.) *Borlänge* in  $1\frac{1}{2}$  hr. (1 kr. 80, 1 kr. 10 ö.), and two trains daily from *Ludvika* to (4,4 M.) *Borlänge* in  $2\frac{3}{4}$  hrs. (3 kr. 50, 2 kr. 65 ö.). From *Borlänge* after the arrival of the early trains from *Falun* and from *Ludvika*, an omnibus starts daily for ( $\frac{3}{4}$  M.) *Båtsta*; steamer thence (10 a.m.) on the *Dalelf* to *Gagnefs Kyrka*; diligence from this point (12 noon) to *Gråsta* on the *Dalelf*; lastly by steamer (1.15 p.m.) to *Leksand* in 2 hrs., whence the same vessel goes on (at 4.30 p.m.) to *Mora* in  $3\frac{1}{2}$  hrs. more. The whole distance from *Börlange* to *Leksand* is about  $4\frac{3}{4}$  M.

The railway traverses an uninteresting district.

5,8 M. *Sala* (*Hotellet*; *Gastgifvaregård*; *Måns Ols Udvärdshus*, prettily situated to the N.W.), a town with 4500 inhab., founded by Gustavus Adolphus in 1622, is famous for its \**Silvergrufva*, the principal silver-mine in Sweden. The yield was formerly very considerable, and the mine was styled 'Rikes skattkammare och yppersta klenod' (the treasury and chief gem of the kingdom), but has greatly decreased of late years (now about 1500 lbs. only). Lead-ore and litharge are now the minerals chiefly worked here. A visit to the mine, which is nearly 1000 ft. in depth, is attended with less discomfort than in the case of the other Swedish mines. — At the interesting *Sala Hytta* on the *Sala Damm*, to the N. of the town, the various processes of refining the silver should be inspected. — From *Sala* a railway diverges to the S. to *Tillberga* and *Vesterås* (p. 292).

8,9 M. *Krylbo*, where we reach the *Dalelf*, the historic frontier river of Dalarne, is the junction for *Engelsberg* on the Strömsholms-Canal (p. 294). Railway to the N.W. viâ *Hedemora* and *Säter* to *Borlänge* in course of construction; thence to *Lake Siljan* projected; when completed, this line will afford direct communication

between Stockholm and the heart of Dalecarlia. A little below Krylbo is *Brunnback*, where the Dalecarlians routed the Danes ('Jutar') in 1521.

'Brunbäcks elf är väl djup ochså bred,  
Der sänkte vi så många Jutar ned.  
Så kördes Danskars ur Sverige.'

(*Old Ballad.*)

On the Dalelf, nearly  $\frac{1}{2}$  M. above Krylbo, lies *Avesta* (to which runs a branch-line, the beginning of the railway to Borlänge above mentioned), where there are extensive iron and steel-works and a fine waterfall. A steamboat descends the river hence daily to *Husby-Kungsgården*, near *Elfskarleby*, at its mouth (p. 341).

FROM KRYLBO TO BORLÄNGE ( $6\frac{1}{4}$  M.). This is the direct route to the finest scenery of Dalecarlia and Lake Siljan, and traverses the populous S.E. part of the province, where the country is also picturesque at places. Passing *Avesta* (see above) and a small lake formed by the Dalelf, the road reaches (2 M.) *Hedemora* (*Gästgivaregård*), a small manufacturing town with 1300 inhab., rebuilt since a fire in 1849. Several large iron-works in the vicinity. The next station is ( $1\frac{1}{2}$  M.) *Säter* (*Gästgivaregård*), with 550 inhab., prettily situated in the *Sätersdal*, near Lake Ljustern. Beautiful walk through the *Sätersdal* to the \**Bispberg's Klack*, a hill commanding a fine view of the environs as far as *Hedemora* and *Falun*. We next reach (2 M.) *Stora Tuna*, the birthplace of Johann Olof Wallin, a large parish with a handsome church and no fewer than twenty schools. Beyond the church is the *Gästgivaregård* of *Buskåker*. The road again approaches the Dalelf and soon reaches ( $3\frac{1}{4}$  M.) *Borlänge* (see below).

Beyond Krylbo the train crosses the Dalelf by a bridge 660 ft. long and traverses a productive mining district. 14,2 M. *Storvik*, and thence to (5 M.) *Falun*, see p. 342.

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DALECARLIA. The province of *Dalarne* or *Dalecarlia* is famed for its mineral wealth (the S.E. portion in particular), its picturesque scenery, and its interesting historical associations, and is not undeservedly regarded by the Swedes as one of the finest parts of their vast territory. The inhabitants of the banks of Lake Siljan and of the more remote parts of the district have preserved many of their primitive characteristics. They are generally poor, owing to the great subdivision of the land, but they supplement their agricultural pursuits with the manufacture of watches, bells, furniture, grindstones, and other crafts, which they carry on in their own houses (*husslöjd*). Many of the young men (*Dalkarlar*) and young women (*Dalkullor*) seek employment in other parts of the country, and return with their earnings to settle in their native province. In their ideas of cleanliness they are somewhat behind the age, but there are very fair inns at all the principal places to which travellers resort. The best time to visit Lake Siljan is in the height of summer, when the vegetation is in perfection, and when the younger members of the community while away the long twilight with dances around the richly decked village may-poles.

The most convenient starting-point for a visit to Lake Siljan is *Borlänge*, which is easily reached by railway from *Falun* (pp. 343-4)

or from Smedjebacken and Ludvika (p. 293). An omnibus or 'diligence' runs every morning from Borlänge to ( $\frac{3}{4}$  M.) *Båtsta* or *Båstad* on the Dalelf (fine view from the neighbouring *Predikstol*), from which a small steamer ascends the river to (2 M.) *Gagnefs Kyrka*, whence a short drive by another omnibus to *Gråsta* and a steamer on the *Dalelf* and *Insjö* convey us to (2 M.) —

**Leksand** (\**Gästgivaregård*) or *Leksand-Noret*. The large village, with its handsome church, is prettily situated near the efflux of the Dalelf from the *Ostervik*, the long S.E. bay of **Lake Siljan** (553 ft.), a picturesque sheet of water 6 M. in length, and enclosed by banks of moderate height. The place used to be famous for the interesting scene witnessed here on Sunday mornings, when the inhabitants of the banks of the lake flocked hither from all directions in their large eight or ten-oared boats to attend divine service. The custom, however, has to some extent fallen into disuse, as *Siljansnäs*, to the N.W., now possesses a church of its own. If possible, however, it is still worth while to spend a Sunday at Leksand or at Mora for the sake of seeing the picturesque holiday costumes. From outlying districts the peasantry frequently bring the bodies of persons who have died during the week to be buried in the churchyard. If time permit, the traveller should ascend the *Karingsberg* near Leksand for the sake of the view.

Leaving Leksand, the steamboat steers to the N., passing the peninsula of *Siljansnäs* on the left, where the *Björkberg* is another fine point of view. To the right opens the *Rättvik*, at the head of which is the village of that name, with its large church, beautifully situated in the 'Arcadia of Dalarne.' The steamboat touches here twice weekly in each direction. This is considered by many the finest point on the lake, and it may also be reached from Leksand by a picturesque road by the *Bergsängbackar* and *Uby*. From Rättvik a drive may be taken to ( $\frac{1}{4}$  M.) *Ofvanmyran* and the *Styggfors*, a small waterfall 200 ft. in height, in the midst of wild and picturesque scenery.

Steering to the W., and passing the *Björkberg*, we next observe the twin bays of *Olsnäsvik* and *Limåvik* on the left. Farther up the lake is the large island *Sollerön*, to the W. of which, on the mainland, rises the *Gesundaberg* (1125 ft.), the highest hill on the banks of the lake. After a voyage of  $3\frac{1}{2}$  hrs. we reach—

**Mora** (\**Gästgivaregård*), a large village, pleasantly situated at the N.W. end of Lake Siljan, with which various reminiscences of Gustavus Vasa are associated. Near the bank of the lake here is the so-called *Klockgropbsbacke*, from which Gustavus once addressed the people. The neighbouring *Kristineberg* commands a fine view. A little to the S.W. of Mora is *Utmeländ*, where a monument marks the site of the cellar in which the wife of Tomt-Mats Larsson with great presence of mind concealed the fugitive

Gustavus from his Danish pursuers, covering the entrance with a beer-vat. The room in the interior of the monument is adorned with three pictures, by *Höckert, E. Berg, and Charles XV.*

From Mora the traveller may drive up the valley of the *Östra Dalelf* to (2 M.) *Garberg* and ( $\frac{13}{5}$  M.) *Elfdal*, beyond which are the now abandoned ( $\frac{1}{2}$  M.) porphyry-works (762 ft.), whence the material for the large vase at Rosendal in the Djurgård near Stockholm and for the sarcophagus of Bernadotte in the Riddarholms-Kyrka was obtained. The road then leads to ( $\frac{12}{5}$  M.) *Åsen*, a picturesquely situated village, and through a wild and desolate region to ( $\frac{6}{5}$  M.) *Särna Kyrka* and (3 M.) *Idre Kapell*. A good survey of this wild region is obtained from the *Städja* (3200 ft.). — Travellers who are prepared for privations, and a wild and fatiguing route of 4-5 days through dreary mountain solitudes, may proceed from Idre by a path to the W. to the (3 M.) Norwegian frontier and ( $\frac{11}{2}$  Nor. M.) the *Drevsjöhytte* (see p. 202), and thence by the Fæmund-Sjø to (9 M.) *Røros*. Or they may proceed to the Hytte on the first day, and on the second or third reach the *Røros* and *Throndhjem* Railway (p. 200). A rough track leads from Idre to the E. to the *Ljusnadal*, about 10 M. distant (comp. p. 348). Or from Mora the traveller may drive (or take the steamboat) to *Orsa*, on the *Orsasjö*, and to *Bollnäs* on the main northern railway, about 15 M., whence a good road leads to Norway (see R. 38). — Those who are bound for Norway, however, will find it preferable to return to Falun, take the train to Gefle, a steamboat to Sundsvall, and the overland route thence to Östersund and Throndhjem (comp. RR. 38, 21).

### 38. From Gefle to Sundsvall and Östersund.

STEAMBOAT to Sundsvall (43 sea-miles) in 27 hrs. (fares  $13\frac{1}{2}$ , 11, 7 kr.), or from Stockholm, 80 M., in 40-48 hrs. (fares 15, 12, 8 kr.), usually twice weekly in summer. — RAILWAY from Sundsvall to *Bräcke* (11 $\frac{1}{2}$  M.) in  $5\frac{3}{4}$  hrs., one train daily (1st cl. 8 kr. 15. 2nd cl. 5 kr. 25 ö.). — POST VEHICLE from Bräcke to ( $6\frac{3}{4}$  M.) Östersund four times weekly in 12-14 hrs. (fare  $6\frac{3}{4}$  kr.). A steamer also plies on the *Refsundssjö* from Bräcke to ( $3\frac{1}{2}$  M.) *Pelegrinstad*, where the high-road to ( $3\frac{1}{4}$  M.) Östersund is rejoined (p. 349).

The vast Swedish 'Norrländ' is comparatively seldom visited by travellers, the points of interest being few in number, the distances very great, and the means of communication imperfect. The principal places are briefly mentioned in this route and the next. The routes chiefly recommended to the notice of travellers are from Sundsvall to Östersund and thence to Throndhjem in Norway, and from Östersund via the Ångermanself to Hernösand. Farther north the scenery will not adequately repay the traveller, unless he purposes crossing to Norway from Luleå via Qwickjock, or proceeding from Haparanda to Ayasaxa in order to see the midnight sun. — The great northern Swedish railway from Storvik to

Östersund and Throndhjem is now completed as far as Bollnäs, near Söderhamn. Travellers from the south effect a slight saving of time by taking a train on this line as far as *Kilafor Nedre*, and proceeding thence by steamboat to *Bergvik* and by railway to *Söderhamn*, but most travellers will prefer to take a steamboat direct from Stockholm or from Gefle to Sundsvall. The steam-boat's course is protected by a *skärgård*, or belt of islands, nearly the whole way from Stockholm to Sundsvall, and the voyage is a pleasant one in fine weather. The first station to the N. of Gefle is (13 M.) —

**Söderhamn** (*Söderhamn Hotel*), a seaport, with 6200 inhab., prettily situated at the N. end of the *Söderfjärd*, a bay of the Gulf of Bothnia. The town, on which municipal privileges were conferred by Gustavus Adolphus in 1620, has been repeatedly burned down, and since the last fire in 1860 has been almost entirely rebuilt. The staple commodities are iron from the neighbouring foundries and timber from the interior of the province of Helsingland.

Local steamboats ply daily to several of the neighbouring villages, including *Ljusne* at the mouth of the *Ljusnaelf*, a little to the S.

BRANCH RAILWAY to (1½ M.) *Bergvik*, situated on a lake-like expansion of the river *Ljusna*, on which steamers run several times daily to stat. *Kilafor Nedre* on the great northern railway. From the N.W. end of the *Bergvik* a short tramway runs to Lake *Varpen* (passing the *Laudafors*), another basin of the *Ljusna*, on which a steamer plies to *Bollnäs*, at present the terminus of the northern railway (p. 342). — From *Bollnäs* the traveller may ascend the picturesque *Ljusnadal* by a good road with fast stations to *Ljusdal*, about 6½ M. farther up, from which a road leads to the E. past the lakes *Södra* and *Norra Dellen* to *Hudiksvall*, about 6½ M. more. Or from *Ljusdal* the road may be followed to the N.W., traversing a wild and mountainous region, where the stations, though fast, afford little or no accommodation, to *Røros* in Norway, about 33 M. from *Ljusdal*. From this road, about 11 M. from *Ljusdal*, a road diverges at *Steg* to the left to *Idre* (p. 346) in the valley of the *Ostra Dalelf*, about 10 M. distant.

**Hudiksvall** (*Stadskällare*; *Gästgivaregård*), the next steam-boat-station, 12 M. to the N. of *Söderhamn*, a town with 3700 inhab., is connected by a short branch-line with *Forssa*, whence a steamboat plies to several stations on the *Norra* and *Södra Dellen* lakes. Route to *Ljusdal* and through the picturesque valley of the *Ljusna* to Norway, see above. In the environs are several large iron-works and sawmills. — The next important steamboat-station, 18 M. to the N. of *Hudiksvall*, is —

**Sundsvall** (*Stadshuset*; *Hotell Thule*), a considerable and increasing seaport and manufacturing town, with 7600 inhab., situated at the mouth of the *Selångerå*. It was founded by Gustavus Adolphus in 1624, plundered and burned down by the Russians in 1719, and afterwards rebuilt in a more substantial style. Several extensive sawmills and iron-works in the neighbourhood, chiefly on the coast, with harbours of their own. — Several local

steamers ply to the villages and manufactories in the vicinity. — To tourists Sundsvall is a place of some importance as the starting-point of one of the most picturesque, and at the same time most convenient routes from the E. coast of Sweden to Norway.

FROM SUNDSVALL TO ÖSTERSUND (about  $18\frac{1}{2}$  M.). This route is recommended to the notice of travellers bound for Norway, and also to those who purpose visiting the beautiful Ångermanself and either proceeding thence to the north or returning to Stockholm.

The RAILWAY from Sundsvall to Östersund is completed as far as (11 $\frac{1}{2}$  M.) Bräcke, where it joins the important Stockholm, Östersund, and Throndhjem Railway now in course of construction. From Bräcke a post-conveyance runs four times weekly in 12-14 hrs. to (6 $\frac{3}{4}$  M.) Östersund; or the steamer may be taken on the *Refsundssjö* to *Pelegrimstad*, and the high-road followed thence to (3 $\frac{1}{4}$ ) Östersund. As we approach the \***Storsjö**, a large sheet of water with numerous creeks and ramifications, about 6 M. long, and at the widest part  $1\frac{1}{2}$  M. in width, the scenery becomes more and more picturesque, somewhat resembling that of Norway in character.

**Östersund** (*Gästgivaregård*), the capital of the large province of Jemtland, with 2000 inhab., is beautifully situated on the E. bank of the Storsjö, opposite the island of *Frösö*. The town was founded by Gustavus III. in 1786. A long bridge connects it with the *Frösö*, on which stands a Runic stone to the memory of Östmadur, the son of Gudfast, and the first Christian missionary who visited Jemtland. On this island is situated the church, and near it the school-house, which commands a charming view of the lake and its environs. One of the most conspicuous objects is *Åreskutan* (4810 ft.), a picturesque mountain rising to the N.W., between the *Åresjö* and the *Kallsjö*. It commands a very extensive view of the wooded and somewhat sombre country surrounding it, which however is enlivened by numerous lakes and rivers, and is well peopled and tolerably cultivated at places. The ascent is usually made from *Åre*, a village at its base, about 11 M. distant by the road, which, however, is more conveniently reached by steamboat to (5 M.) *Qvittsle* and thence by road (about  $3\frac{1}{2}$  M. more; see below).

FROM ÖSTERSUND TO LEVANGER there are two different routes, one by road all the way (about 22 Sw. M.), the principal stations being (1 $\frac{3}{4}$  M.) *Häste*, (1 $\frac{1}{4}$  M.) *Smedåsen*, (1 $\frac{5}{8}$  M.) *Kjösta*, (1 $\frac{3}{4}$  M.) *Äggen*, (2 $\frac{3}{8}$  M.) *Romo*, (2 $\frac{3}{16}$  M.) *Åre*, (2 $\frac{1}{16}$  M.) *Staljtjernstugan*, (2 $\frac{1}{16}$  M.) *Skallstugan*; thence to (2 Nor. M., pay for 3) *Sulstuen* in Norway, (1 $\frac{3}{4}$  M.) *Garnæs*, (1 M.) *Nes*, and (1 $\frac{1}{4}$  M.) *Levanger* (p. 206). The scenery is wild and imposing, particularly after the Norwegian frontier is crossed. The route affords abundant opportunities for fishing and shooting. The chief points of interest are the *Åreskuta*, mentioned above, and the \**Tännfors*, a fine waterfall of the *Tännå*, about 90 ft. wide and 40 ft. in width, with a very large volume of water, situated  $\frac{1}{2}$  M. from *Staljtjernstugan*. The stations, which are all fast, afford poor accommodation. The best is at present *Skallstugan*.

The easier and on the whole pleasanter lake-route from Östersund to Levanger (about 24 Sw. M.) is by steamboat (usually twice weekly) to (5 M.) *Qvittsle*, at the W. extremity of a long and narrow arm of the Storsjö; vehicles are in waiting here to convey passengers to (4 M.) *Bonäset*, at the S.E. end of the long *Kallsjö* (1245 ft.), on which a steamer runs to (4½ M.) *Sundet*; then by road again to (½ M.) *Anjehem*, and thence by steamer on *Lake Anjan* (1370 ft.) to (2 M.) *Mälén* (p. 207); from Mälén to Levanger 67/8 Nor. M. — On this route there is usually 'diligence' communication in summer twice weekly (fare from Östersund to Levanger 16 kr.), but the arrangements are frequently altered. — Comp. R. 21.

**FROM ÖSTERSUND TO HERNÖSAND.** Whether about to proceed farther north or to return to Stockholm, the traveller may pleasantly vary his journey by taking the steamer from Östersund to (1 M.) *Storvik* at the E. end of the Storsjö, driving thence to (2 M.) *Pelegrimsstad*, a place mentioned above, and following the road thence to (15½ M.) *Sollefteå* on the beautiful \**Ångermanelf*, down which a steamer plies daily to *Hernösand* (fares 5½, 3 kr.). Most of the stations between Östersund and Sollefteå afford good quarters, and the scenery is picturesque nearly the whole way. At (11 M.) *Pålgård* the *Hummer* waterfall and the interesting old church deserve a visit. At Sollefteå the *Gästgivaregård* and a hotel afford good accommodation (see below).

### 39. From Sundsvall to Haparanda.

111 M. STEAMBOAT weekly in summer in three days (fares 37½, 31 kr.); others to *Hernösand* 2-3 times weekly in 7-8 hrs.

The first important place to the N. of Sundsvall is (10 M.) —

**Hernösand** (*Hotell Norrland*; *Gästgivaregård*), a seaport town with 4800 inhab., founded in 1584, and now the seat of a bishop and the 'landshöfding' or governor of the province. Handsome new church, consecrated in 1846. Engine-works, timber-yards, saw-mills, and several manufactories. The town itself, which lies on an island near the mainland, is uninteresting, but is important to travellers as the starting-point for a visit to the \**Ångermanelf*, the most beautiful river in Sweden. The *Ångermanelf*, which descends from several lakes near the Norwegian frontier, is navigable as far as Sollefteå, about 9½ Sw. M. from Hernösand. The broad estuary of the river opens about 3 sea-miles to the N. of Hernösand, and 6 M. from its mouth lies *Nyland* (*Gästgivaregård*), where the water is deep enough for large sea-going vessels. A steamer plies daily in summer from Hernösand, and another twice weekly from Sundsvall, to Nyland and Sollefteå, and a larger steamer usually runs from Stockholm to Hernösand and Nyland every fortnight. Above Nyland the *Ångermanland*, as this district is called, is sometimes styled the 'garden of Sweden', and the banks of the river are well cultivated at places. The scenery is pleasing and picturesque all the way to (4 Sw. M.) *Sollefteå* (Hotel and *Gästgivaregård*, both good), at the confluence of the *Färre-Elf*

and the Ångermanelf, a prettily situated place, where the vegetation is unusually rich for so northern a latitude ( $60^{\circ}$ ). Travellers may drive hence to *Liden*, on the Norra Ångermanelf, 4 M. above Sollefteå, another beautiful place. Instead of returning from Sollefteå to the Gulf of Bothnia, the traveller is recommended to take the pleasant route mentioned in R. 38 to ( $18\frac{1}{2}$  M.) *Östersund*, whence he may either proceed to Levanger in Norway or to Sundsvall on the Swedish coast. — The next station to the N. of Hernösand, a little beyond the Langö lighthouse, is (15 M.) —

*Örnsköldsvik* (Hotel), a small seaport with 610 inhab. and several extensive timber-yards. About halfway between Örnsköldsvik and Umeå, at the head of the *Nordmalings-Fjord*, lies — *Nordmaling*, another small seaport, of which timber is the staple commodity. We next reach, 18 M. from Örnsköldsvik, —

*Umeå* (*Gästgivvaregård*; *Stadskällare*), the capital of *Västerbottens Län*, with 2800 inhab., situated at the mouth of the *Umeå* or *Ume-Elf*. Vessels of heavy tonnage cannot ascend the estuary beyond *Holmsund*. The ordinary coasting steamers, however, proceed as far as *Djupvik*, from which passengers are conveyed to the town by a smaller steamer. The town, founded in 1622, was repeatedly plundered by the Russians, and like most of the other timber-built towns in Sweden has frequently been injured by fires. The staple commodities are timber, tar, and beer. Near the town the river is crossed by a wooden bridge, upwards of 300 yds. in length, resting on stone piers. — To the N. of Umeå the steamboat passes the lighthouses of *Holmö* and *St. Fjäderägg*, and next touches at (10 M.) —

*Rathan*, a busy little seaport, trading chiefly in timber. A little farther N. is *Djekneboda*, where the Swedes sustained a severe defeat in 1809 when attempting to drive out the Russian invaders. — Passing the small harbours of *Sikeå* and *Kalviken* and the *Bjurö* lighthouse, we next reach, 14 M. from Rathan, —

*Skellefteå* (*Källare*), a little town with 700 inhab., founded in 1845, and possessing a large and handsome church, the finest in the Norrland, standing out as conspicuously, says L. v. Buch, as the temple of Palmyra. The steamer stops at *Urvik*, at the mouth of the *Skellefte-Elv*, from which a small steam-launch conveys passengers to the town in about an hour. The scantiness of the vegetation and the stunted character of the trees testify to the inclemency of the climate (lat.  $65^{\circ}$ ). — The next station, 12 M. farther N., is —

*Piteå* (*Gästgivvaregård*), at the mouth of the river of the same name, a town with 2000 inhab., founded in 1620, and frequently plundered by the Russians and burned down. Several iron-works, timber-yards, and sawmills in the neighbourhood. — This was formerly the seat of the provincial government, but the authorities are now established at (15 M.) —

**Luleå** (*Gästgivaregård*; *Lundberg*), the capital of *Norrbotten Län*, with 2600 inhab., founded in 1621, and repeatedly sacked by Russian marauders. As usual in these northern towns, the timber-trade forms the chief resource of the inhabitants. Several sawmills and a manufactory of wood-wares. Here is the office of the '*New Gellivara Company, Limited*', which possesses large estates in this province, and particularly the hill of *Gellivara*, about 18 Sw. M. to the N.W., 1750 ft. in height, and described as consisting of one enormous mass of iron ore. The mines are, however, at present of little value, owing to their distance from the sea and the costliness of removing the ore. About the year 1860 it was proposed to facilitate the navigation of the *Lule* by means of canals passing the rapids of *Hedensfors* and *Edefors*, so as to enable vessels to proceed all the way to *Storbacken*, from which place a railway was to be constructed to *Gellivara*. The works were actually begun, but have since been abandoned.

FROM LULEÅ TO QVICKJOCK AND TO BODØ IN NORWAY (about 56 Sw. M., a journey of 10-12 days). This is one of the grandest and most interesting routes in Northern Sweden, penetrating into the heart of Lapland and to a considerable distance beyond the Arctic Circle. As far as (5-7 days) Qvickjock the route is attended with but few difficulties or privations, and tolerable quarters are procurable at the principal stations; but thence to (3-4 days) Fuske on the Saltenfjord (p. 230) the journey is very rough and fatiguing, and one night at least must be spent in a miserable hut, affording no accommodation of any kind. Enquiry should of course be made as to the steamboats before starting from Luleå, and *Förbud* should be sent from station to station for horses, boats, and even for lodging for the night. In the height of summer the mosquitoes are an almost insufferable torment, but before the end of June and after the middle of August the plague is more bearable. The *Lule* affords good salmon-fishing as far as the first falls. Higher up, and in the lakes formed by the river, there is abundance of trout-fishing. The lake-trout here frequently weighs 20 lbs. and upwards, but is a somewhat coarse fish. The boatmen on the lakes receive 1 kr. each per Swedish mile, according to a government itinerary which may be procured at Luleå, and a small fee (*drickepengar*). The traveller should take with him preserved meat, biscuits, and wine or spirits, the sale of the latter being prohibited in Lapland. He should also supply himself with a bag of small notes and coins, as change can rarely be got. A gauze bag to cover the whole head and shoulders will also be found a useful protection against the mosquitoes. — The journey is usually divided as follows, — the traveller's plan of course depends on the steamboat arrangements: —

1st Day. Steamboat to *Råbäcken* in 3 hrs.; walk or drive in  $1\frac{1}{2}$ -2 hrs. to *Hedensfors* (a tolerable station), which derives its name from the rapids here. About  $\frac{3}{4}$  M. above *Hedensfors* we reach a higher reach of the *Lule*, on which another steamer, stopping at *Svarillå* for dinner, conveys us to *Edefors* (a fair station), at the foot of the cataract of that name.

2nd Day. Walk to *Öfre Edefors* in  $\frac{1}{2}$  hr., and take the small steamer thence to *Storbacken* (tolerable quarters), at the confluence of the *Lilla* and *Stora Lule-Elf*, about 3 M. from *Edefors*; drive thence in 3-4 hrs. to *Kaskats* (poor inn), about 2 M. (travellers stopping here should cross the river and walk to the Persi falls of the *Lule*, in about 4 hrs. there and back); and also, if time permit, to *Mattis Udden*, where the Arctic Circle is reached, and *Jockmock* (fair inn),  $2\frac{1}{2}$  M., in  $3\frac{1}{2}$ -4 hrs. more. Visit the magnificent fall of the *Lule* in the vicinity.

3rd Day. Drive to *Vaikjaurbys*, a hamlet of fishermen's huts, on the

*Vaiki-Jaur* in 1 hr. (excursion hence to the Njömmelsaska Falls, see below); row to the head of the lake in 2½-3 hrs.; walk to the *Purki-Jaur* in 1 hr., and traverse this lake by boat in 1 hr. more; then walk in 1 hr. to the *Randi-Jaur*, the head of which is reached by boat in 2 hrs.; next, a walk of 10 min. to the *Parki-Jaur*, and a row of 1 hr. and a walk of 20 min. to the *Skalka-Jaur*; lastly by boat in ¼ hr. to *Björkholm* (a fair station), an island in the lake, situated about midway between Jockmock and Qwickjock.

4th Day. Ascend the *Skalka-Jaur* by boat to *Tjomatis* in 3 hrs. (where the boatmen rest for an hour), and then the *Tjomatis-Jaur* to *Niavi* (a good station) in 3 hrs. more.

5th Day. Walk in ½ hr. to the lower end of the *Saggat-Jaur*; lastly row in 5 hrs. more to —

**Qwickjock** (poor station; travellers are also kindly received by the pastor, who makes no charge, but travellers should give at least as much as they pay at Jockmock), a very picturesque spot about 950 ft. above the sea-level, in about 67° N. latitude, whence the midnight sun is visible fully as long as from Bodø (see table, p. 212), and longer than from the Avasaxa to the N. of Haparanda. The village consists of half-a-dozen red timber-built houses and a church, and commands a fine view of the *Kamajock* and the *Tarajock*, which fall into the *Saggat-Jaur* in the neighbourhood. Excellent trout-fishing in the rivers and the lake. The summit of the *Snejerauk* commands an extensive view, and is a good point from which to survey the midnight sun. A prolonged stay at Qwickjock would repay sportsmen and naturalists, as well as admirers of fine scenery. For the whole journey to Qwickjock and back, including a visit to the magnificent Fall of Njömmelsaska, not less than a fortnight should be allowed. — Most travellers now return to Luleå by the same route, which may be accomplished more rapidly than the ascent, being down hill and with the stream. Those who prefer to cross by the foot of the *Sulitjetma* to Norway must be prepared for some fatigues and privations, but will be rewarded by seeing the grandest scenery on this interesting route (comp. p. 224).

\***FALL OF NJÖMMELASKA.** This most imposing waterfall, with the cataract below it, is formed by the *Stora Lule* after it emerges from the *Stora Lule-Jaur*, or Great Lule Lake. It is situated about 3 Sw. M. to the N. of *Vaikijaurby* (see above), where a guide may be obtained (5 kr. a day during the hay-harvest, at other times less). This excursion generally occupies the greater part of 3 days. *First.* Walk or drive from Jockmock to *Vaikijaur* in 1 hr.; cross to the settlers' huts at *Vaikijaur* by boat in 20 min.; thence walk in 4½ hrs. to *Lingga* (poor hut with no beds, but good milk and coffee), crossing a small lake on the way. (A boy should be sent on the previous day, either from Jockmock or from *Vaikijaurby*, to ascertain that the boat is on the S. side of the lake. If this precaution is not taken, the traveller will have to walk round its marshy bank to the opposite side, a disagreeable digression which will add about 2 hrs. to the journey). — *Second.* From *Lingga* to the falls a walk of 4-5 hrs. through a great forest, and back to *Lingga*, which the traveller will scarcely reach before evening, so that a second night must be spent in the comfortless hut. — *Third.* Return to the *Vaikijaur*. — A guide and a supply of provisions for the excursion are of course necessary. — The height of the waterfall is not more than 40 ft., but the stupendous cataract, formed by the long rapids above and below it, descends about 250 ft. in all, and, with the wild and trackless forest surrounding it, presents a strikingly impressive scene. The thunder of the fall is heard at a distance of many miles.

To the N. of Luleå is *Råneå*, a village with iron-works and timber-yards, to which a small steamboat plies, and to the E. of *Råneå* lies *Neder-Kalix*, an extensive timber-depôt. On leaving Luleå the large steamers steer to the N.E. direct to (17 M.) —

**Haparanda**; see p. 258.

BAEDEKER'S Norway and Sweden.

## 40. From Stockholm to Visby.

STEAMBOAT five times weekly in 12-14 hrs. (fare 8 or 6 kr.).

Three of the steamboats start at present from the Riddarholmen quay, in which case their route traverses Lake Mälaren, the Södertelje Canal, and the fjord of the Baltic to the S. of Södertelje (see p. 287), after which they steer nearly due S. to Visby. Another steamer starts from the Blasieholmshamn, descends the fjord of the Baltic at the head of which Stockholm is situated, and then threads its way between the numerous islands forming the 'skärgård' to the S.E. of Stockholm. In both cases the passage of the open sea takes 7-8 hrs., and is almost always performed at night.

The Island of Gotland (*Gutaland*), which is about  $17\frac{1}{2}$  M. in length and 3-5 M. in breadth, consists of a plateau of limestone rock of the Silurian formation (overlaid with sandstone at the S. end), rising to a height of 80-100 ft., and terminating abruptly on the sea-board, where the cliffs are here known as *landborgar*. On this plateau are a few isolated hills, as the *Thorsborg* (196 ft.) and the *Hoburg* (122 ft.), which must have been islands at the period when the surrounding plateau was covered by the sea. The highest hill in this region is in the island of *Lilla Karlsö* (244 ft.), which rises to the W. of *Klintehamn*. In every part of Gotland occur large boulders of granite and porphyry (*grästenar*, *vräkstenar*, or *rullstenar*), deposited here by ice when the island lay under water. There are no valleys or brooks in the island worthy of mention, but a considerable part of its surface is covered with swamps (*träsk*), from which peat is dug (jestingly called the 'gold-mines of Gotland'). The largest of these is the *Lummelund-Träsk*. The few scanty streams which the island contains are lost in the thirsty limestone soil, or in summer dry up altogether. Here and there, however, a spring wells forth from one of the 'landborgar' in sufficient volume to turn a mill-wheel. The limestone rocks are pierced with numerous grottoes, and at places, as at *Killej*, *Boge*, and *Klintenhamn*, there are several so-called *stenjättar* ('stone giants'), or isolated rocks 20-40 ft. in height, which have been formed by the action of water. In parts of the island the surface of the earth is covered with loose stones (*kalk-klapper*), but the greater part of it is fertile and well cultivated. The climate is mild, and the town of Visby boasts of flourishing mulberry and walnut trees and of ivy climbing luxuriantly over its venerable walls. The population (55,000) is chiefly occupied with agriculture and cattle-breeding. The horses and sheep (here called 'russ', and allowed to run wild in summer) of Gotland enjoy a high reputation. Quarrying and lime-burning may be mentioned among the other resources of the island. Gotland forms a separate province of Sweden, having a *Nationalbeväring*, or militia of its own, in which all the men between the ages of 18 and 50 are liable

to serve, and contributing to the Swedish navy a small contingent (*Rötoring*) of 260 men. — Owing to their insular position, the people of Gotland have retained many primitive characteristics, and traces of their national poetry and sagas still survive. They pride themselves on speaking purer Swedish than the Stockholmers, and they generally pronounce more distinctly. Their more frequent use of diphthongs recalls to some extent the Gothic of Ulphilas. One of the chief curiosities of the island consists in its numerous churches (about one for every 600 inhab.), some of them very handsome buildings, with their large detached towers, known as *castellar*, probably ancient places of refuge and much older than the churches themselves. The roads are good, and the inns very tolerable. The island now possesses a narrow-gauge railway, opened in 1879, from Visby to (5½ M.) *Hemse*, which is soon to be extended to *Ronehamn* on the E. coast (comp. p. 359).

The HISTORY of Gotland is inseparable from that of Visby, its capital, the ancient 'place of sacrifice' (from *vi*, 'victim'; *viga* 'consecrate'), situated at the foot of the *Klint*, a 'landtborg' on the N.W. coast of the island. The town owed its early prosperity as the great emporium of the Baltic to its convenient position on the great commercial route established in the 12th cent. between Asia, Novogorod in Russia, and the Baltic, and at the point where this route was intersected by the stream of western European traffic. Owing, however, to interruptions by the Mongolians and to other causes, the eastern traffic was gradually diverted to southern Europe, and even began to find its way round the Cape of Good Hope. In 1361 the town was captured by *Valdemar Atterdag*, king of Denmark, and this catastrophe also contributed to its decline. It was an important factory of the Hanseatic League, where all the principal nations of Europe had their representatives. The German element, however, preponderated, half of the members of the council and one of the two superior magistrates usually being Germans. On the whole, however, Visby maintained its character as the free international seaport of the Baltic, and this is confirmed by the fact that the principal churches of the place were erected by several of the different rival nations. — The famous maritime Code of Visby, which has no pretension to originality, being a compilation from Netherlandish and Romanic sources, is called the — 'Waterrechт, dat de Kooplüde und de Schippers gemaket hebben to Wisby'. — The wealth of the town in its palmy days was proverbial:

‘Guld väga de Gutar på lispundvåg

Och spela med ädlaste stenar.

Svinen äta ur silfverträg

Och hustrurna spinna på guld-tenar’.

(Old Ballad).

(The Gotlanders weigh their gold with twenty-pound weights and

play with the choicest jewels. The pigs eat out of silver troughs, and the women spin on golden distaffs.)

Having become involved in the wars between Sweden and Denmark, Visby was attacked, as already mentioned, by Valdemar III. of Denmark in 1361. He landed at Eista-Socken, to the S. of the town, and outside the gates of the city defeated the inhabitants, of whom 1800 fell. He then plundered the place, carrying off his booty to Denmark, but the largest of his vessels foundered near the *Karlsöar*, where it is said still to lie, laden with rich treasures.

The annals of the following centuries are chequered with the varying fortunes of the wars between Sweden and Denmark. For a time the island was in the possession of the Teutonic Order, a period (according to Prof. Bergman, the author of 'Gotlands Geografi och Historia') still regarded by the natives as one of the happiest in their history; but it seems always to have formed a refuge for adventurers and marauders of all kinds, including the 'Vitalienbrüder', Eric XIII. of Pomerania, the deposed king of Sweden, Ivar Axelson, and particularly Severin Norby, the Danish admiral. The possession of this '*insula latronum*', as it is called by Adam of Bremen, was long contested by Swedes, Danes, and burghers of Lübeck, with varying success, but it was finally re-united to its proper mother-country by the Peace of Brömsebro in 1645. By this time, however, the prosperity of the place had dwindled to a mere shadow, and even so early as 1534 the Regent of the Netherlands writes, probably with some exaggeration, that Visby, once the most important commercial town in the Baltic, was then a mere heap of ruins.

**Visby** (*Stadshotellet*, Strandgatan; *Smedman's Hotel*, Hästgatan; *Gästgivaregård*, at the Söderport. *Baths* of the *Nya Badhusbolag*, immediately to the S. of the harbour), which now contains about 6400 inhab., or less than one-third of its population in the days of its mediæval prosperity, is picturesquely situated partly at the base of and partly upon the *Klint*, a cliff 100 ft. in height, and now occupies less than half of the area enclosed by its walls. The unused space is covered with gardens, amidst which stand the imposing ruined churches, while the town is still almost entirely surrounded by its ancient wall with towers 60-70 ft. in height rising above it. Whether viewed from the sea or the land, the town presents a very imposing appearance. In summer it is much visited by the Stockholmers for the sake of the sea-bathing.

Beautiful public \*Walks between the town and the sea, affording views of both, are afforded by the *Botaniska Trädgård*, the *Student-Allée*, the *Strandväg*, and *Silfverhättan*. Immediately above the bath-houses are *Slottsparken* and *Palisaderna*, and in the town *Skolbelningen*. Another very interesting walk is through the *Norra Stadspart* to \**St. Gören* and the former gallows-hill,

whence the finest view of the town and particularly of the walls is obtained (see p. 358). Even more picturesque is the survey enjoyed from the *\*Klint*, above St. Mary's Church.

Visby is divided into four *rotor* or quarters. *St. Hans-Rota*, the oldest part of the town, contained most of the large churches; *Strand-Rota* adjoins the old harbour, which is now filled up and covered with gardens; *Nordes-Rota*, the northern quarter, contains the churches of SS. Clement and Nicholas; and *Klint-Rota* forms an upper quarter of the town, lying between the lower parts and the eastern wall.

The new *Inner Harbour* (*Inre Hamnen*) affords but little protection to shipping, while the *Outer Harbour* (*Ytre Hamnen*) is formed by breakwaters (*vågbrytare*) on the W. side, which are frequently washed away by storms.

The *\*Town Walls*, erected at the close of the 13th cent. on the site of still earlier walls, form the most striking feature of Visby. From the *Cames* tower on the coast, at the N.W. end of the town, they ascend the *Klint* towards the E., traverse the hill in a slight curve to the S. gate at the S.E. angle of the town, and by the old castle of *Visborg* descend to the harbour at the S.W. end of the town. From the walls, at equal distances, and in several stories, rise a number of large *Towers* (*Högtornen*) 60-70 ft. in height, provided with embrasures, and resting on the ground, while between them a series of bartizans (*Hängtornen*, or *Sadel-tornen*) stand on the wall itself, being supported externally by means of corbels. Between these towers, and under the roof with which the wall is covered, formerly ran connecting passages for the use of the sentinels, resting on beams, the holes for which are still traceable. Of the 48 'high-towers' with which the wall was once provided 38 are still in good preservation, but the bartizans have almost all disappeared. Outside the walls the old moat is still traceable, and on the N. side there are two moats parallel to each other.

Of the once famous stronghold of *Visborg* above the harbour, a few fragments only now remain. Three of its ancient towers were named *Smale Hindrik* ('thin Henry'), *Kik-ut* ('look-out'), and '*Sluk-upp*' ('swallow up').

Among the towers of the town-walls may be mentioned the *Jungfrutorn* ('maiden's tower'), where, according to tradition, a treacherous maid of Visby who was in league with Valdemar, was built into the wall as a punishment. At the N.W. corner is the *Cames* tower, now usually called *Mynntornet* or *Silfverhäätta*. Besides these there are the *Krut-Torn* ('gunpowder-tower'), the *Casar Tower*, and others. On the land-side the walls are about 2328 yds. in length, and on the side next the sea 2263 yds.

Visby once possessed three monasteries and at least fourteen Churches. Three of the latter have entirely disappeared, ten are

in ruins, and one only is still used for divine worship. This is the *Church of St. Mary* (that of the Germans), situated at the base of the Klint, erected in 1190-1225, but afterwards much altered. A large tower rises at the W. end, and two slender ones at the E. end. It is now the cathedral of Visby. The interior is uninteresting. The hill at the back of it commands the extensive \*View already mentioned.

To the W. of the cathedral are the 'sister churches' of \**St. Drotten* and \**St. Lars*, dating from the 12th cent., and provided with huge towers which were once probably used for defensive purposes. To the S. is the \**Church of St. Catharine*, that of the Franciscans, erected about 1230, once an elegant Gothic edifice, of which twelve lofty and slender pillars and the ribs of the vaulting are still standing.

The \**Helge-Andskyrka*, or Church of the Holy Ghost, built in the Romanesque style about 1250, consists of two stories, one above the other, which have one choir in common. There are several similar double churches in Germany, as at Schwarz-Rheindorf, Eger, Steinfurt, and Coburg.

Perhaps the most interesting of the ruined churches is that of \**St. Nicholas*. In the handsome façade are two rose-windows, in the middle of each of which, says tradition, there once sparkled a brilliant carbuncle. These precious stones were carried off by Valdemar, and they are said still to illumine the depths of the ocean in the vicinity of the Karlsöar. The church is partly in the Romanesque, and partly in the Gothic style, having probably been built after the middle of the 13th century. The interior is very picturesque. It is worth while to ascend to the overgrown roof, which presents a curious appearance and commands a fine view.

The churches of *St. Gertrude* and *St. Olof* (to the S. of the Botanic Garden) and that of *St. Hans* (to the S. of the St. Hans-plats) are now insignificant ruins. *St. Gören*, to the N. of the town, is sometimes visited for the sake of the beautiful view it commands. Near it is the *Galgebaecke*, or gallows-hill, with the stones on which the gibbet was formerly erected. — Visby still contains many interesting *Dwelling-houses* in the Hanseatic style, the finest of which is the *Burmeister* house in the *Danplats*, adorned with tasteful paintings and numerous German inscriptions.

In the *Korsbetning*, about 5 minutes' walk beyond the S.E. gate of the town, rises a monolithic *Cross*, 9 ft. in height, marking the burial-place of the Gotlanders who fell in the battle of 27th July, 1361.

**EXCURSIONS.** With the exception of a few picturesque points on the coast, the scenery of Gotland is tame and unattractive, but to some travellers the numerous old Gothic churches will be an object of interest. A pleasant drive or sail of 1 hr. may be taken to the promontory of \**Högklint* to the S. of Visby. Carriages stop

at the *Villa Fridhem*, the property of Princess Eugenie, sister of King Oscar II., with well-kept grounds, open to the public. The Högklint is a bare rock, about 150 ft. high, with a few fishermen's huts on the beach below. Fine view of Visby, beyond the *Buskevik*. Steps ascend on the W. side of the rock to a small pasture (*Getsvältan*) and a *Cavern*, divided into two parts by a pillar. — Longer excursions may be taken to *Lummelunds-Grotta* and *Kyrka* to the N.; to *Slite* on the E. coast, and the *Stenjättar* near *Killej*; to the *Thorsborg*, an interesting circular intrenchment, 1600 yds. in circumference, from the top of which Linnæus once counted thirty churches (view now shut out by trees); or (by train) to the monastery of *Roma* and *Kräklingebo*. The most interesting excursion, however, is (by omnibus or steamboat) to (3<sup>3</sup>/<sub>8</sub> M.) —

**Klintehamn** (*Gästgivaregård*), a village on the coast to the S. of Visby, visited by sea-bathers in summer, from which a visit may be paid to the picturesque \**Karlsöar*. — The RAILWAY from Visby to *Ronehamn* on the S.E. coast is completed as far as *Hemse* (5<sub>1</sub>/<sub>2</sub> M.; two trains daily in 2<sup>1</sup>/<sub>2</sub>-3 hrs.), and a branch-line to Klintehamn is projected. At the S. end of the island, which is destitute of trees, is the promontory of *Hoburg*, with a lighthouse and a grotto called the *Hobergsgubbens Sängkammare*. — Travellers interested in church-architecture will be repaid by a drive round the whole island (good roads and tolerable inns): from Visby to *Färösund* (the station of the French and English fleets during the war with Russia in 1855); then along the E. coast to *Rute*, *Slite-hamn*, *Thorsborg*, *Ronehamn*, and *Refsudden*, the southernmost promontory of the island. Most of the Gothic churches with their castellated towers were built in the 13th century. The best guide-book for this journey is *Gotland's Konsthistoria* by *Brunius*. A steamboat usually performs the tour of the whole island once weekly in summer.

From Visby the traveller may either return to Stockholm by one of the five steamboats above mentioned, or proceed to *Borgholm* and *Kalmar* (see below), to which a steamer runs from Visby twice weekly (to Borgholm 9-10 hrs.; to Kalmar 2 hrs. more).

## 41. From Stockholm to Malmö by Steamer.

### Island of Öland.

122 M. STEAMBOAT in 3-4 days, 3-4 times weekly in summer (fare 27 or 18 kr.). One vessel weekly, bound for Malmö and Copenhagen, starts from Riddarholmen, and 2-3 weekly, bound for Malmö and Gothenburg, start from the Norra Blasieholmshamn. Besides these there are steamers from Stockholm to London, Amsterdam, and other ports, which also touch at Malmö. — From Visby to Borgholm and Kalmar, see above.

If the weather is favourable, and if the traveller has already seen the most interesting parts of Sweden, the steamboat-voyage to Malmö is preferable to the railway-journey. Most of the vessels

are comfortably fitted up and have good restaurants on board. A considerable part of the voyage is within the *skärgård*, but long stretches of open sea are much more frequent than on the Norwegian coast. About 36 M. from Stockholm, we reach —

**Vestervik** (*Hôtel de Ville*; *Vimmerström*; *Röhman*), a town with 5500 inhab., situated opposite to Gotland, from which it is  $16\frac{1}{2}$  sea-miles (66 Engl. M.) distant. It lies at the entrance to the *Gamlebyvik*, having been transferred in 1433 to its present site from a point about 2 M. farther inland, where the 'Gamla By' was situated. Early in the 15th cent. the town was sacked by Eric XIII. of Pomerania, the deposed king of Sweden, who was established at Visby and conducted his piratical expeditions thence. In 1452, 1517, and 1612 it was plundered and burned down by the Danes, and in 1665 and 1677 it was entirely destroyed by accidental fires. Since that period it has enjoyed repose, and is now a commercial and shipbuilding place. On an island near the town are remains of the ancient castle of *Stäkeholm*, which was frequently besieged in the middle ages. In the reign of Gustavus Vasa it was rebuilt by Count Königsmarck, but was again destroyed by the Danes and has never since been restored. The church, founded in 1432, has been modernised. — The environs are pretty. At the head of the bay lies (2 M.) *Gamleby*, and about  $1\frac{1}{2}$  M. inland is the extensive engine and agricultural implement factory of *Öfverum*, the property of an English company. — Railway in course of construction from Vestervik to *Åtvidaberg* (p. 368) to the N.W., and to *Hultsfred* (p. 374) to the S.W. — The steamboat steers to the S., and opposite the small town of *Figeholm* enters the *Kalmarsund*, a strait  $1\frac{1}{2}$ - $3\frac{1}{2}$  M. wide, between the mainland and the island of Öland (see below). Farther on, near *Virbo*, it passes the *Jungfru* cliff, near which Claes Christersson Horn signally defeated the Danish fleet in 1654. The next station is (11 M.) —

**Oskarshamn** (*Societetshuset*; *Nya Hotellet*), a town with 6300 inhab., which was formerly called *Döderhultsvik*, but received its present name and its municipal privileges in 1856. Several iron-works and manufactories, including a *tändsticksfabrik*. — On the island of Öland,  $7\frac{1}{2}$  M. to the S., lies —

**Borgholm** (*Gästgivaregård*), a small town with 800 inhab., founded in 1816, which owes its sole interest to the imposing ruined \**Castle of Borgholm*. This stronghold is mentioned in history for the first time in 1280, after which it underwent repeated sieges, the last of which took place in 1612. John III. (d. 1592), Charles X. (d. 1660), and Charles XI. (d. 1597) were the builders of the greater part of the edifice as it now stands, but after the death of Charles XI. it was neglected and fell to decay, and in 1806 the work of destruction was completed by a fire.

The **Island of Öland**, though rarely visited by tourists, presents some features of geological interest. It is 14 M. long and  $\frac{3}{8}$ - $1\frac{1}{2}$  M. in

breadth. Owing to its considerable size (12 sq. M.; about 533 Engl. sq. M.), it is dignified, like Gotland, with the termination 'Land'. The old name was Wulfstans Eyaland. It contains 38,000 inhab., whose pursuits are chiefly agricultural, and it once boasted of a famous breed of horses, now nearly extinct. The dwelling-houses (*manbygnader*) are usually constructed of wood, and the farm-buildings (*uthus*) of stone. The roofs are adorned with snakes' and horses' heads carved in wood. The fields are separated by massive stone walls. Among the other resources of the island are large quarries of limestone and a quarry of alum-slate near *Möckelby*.

Öland does not present the usual Swedish geological features of granite and gneiss, covered with lakes and forests, but like Gotland consists mainly of a limestone plateau of the Silurian formation, and is wooded in a few places only. The plateau, originally formed under the sea, rises abruptly from the water in the southern half of the island, but slopes gently down to the sandy E. coast. Between the cliff (*landborgar*) and the sea extends a plain covered for the most part by arable land and woods. In the centre of the island rises a bleak and arid tract of reddish limestone soil, called the *Allvar*, scored here and there with deep furrows, and somewhat resembling the deserts of Africa. The scanty vegetation here consists of a hard kind of grass (*festuca*), on which the sheep graze, while the rich plains, with their groves of oaks, limes, and birches, are enlivened with the song of the nightingale (*kledra*). The villages with their interesting churches (among which those of *Alböke* and *Norra Motet* deserve mention) are generally situated either in the plain or between it and the 'landborgar', while the latter are crowned with windmills, twenty of which may sometimes be counted in a row. In the northern half of the island there are no 'landborgar', but the coast is covered with sandy downs, particularly at *Grankulla* in the parish of *Böda*. A large round stone at *Folkstunda*, called the *Runstenskyrka*, marks the centre of the island. Geologists should notice the numerous rock-formations resembling ships, with prow, stern, masts, and benches for rowers. The finest of these *Steppsformer* is 'Noah's Ark' at *Högsrum*, near *Stora Rör*. Other curious formations, resembling ruined castles, are called *Borggruiner*, the finest of which are the *Ismantorp* and the *Vipetorp*, also near *Stora Rör*. Countless tumuli form another object of interest.

The classical authority regarding Öland is Linné's 'Ölandska och Gothlandska Resa' (1741; Stockholm, 1745). Marryat's 'One Year in Sweden' (London, 1862) is also an interesting work.

Soon after leaving Borgholm the steamer enters the narrowest part of the Kalmarsund, formed by the promontory of *Reffudden* on the right, and passes *Stora Rör* on the left, where the curious rock-formations mentioned above are situated. About  $4\frac{1}{2}$  M. from Borgholm we reach —

**Kalmar** (*Witt's Hotel; Stadshuset*), a very ancient town with 10,000 inhab., situated on an island in the Kalmarsund, and famous in early Swedish history as the scene of the conclusion of the *Culmar Union* (20th July, 1397), by which an attempt was made for the first time to unite the three Scandinavian kingdoms. The old town, where this important document was signed, lay on the mainland and no longer exists. The chief object of interest is the fine old \*Castle, known as the *Kalmarnahus*, a large quadrangular edifice, with towers, ramparts, and moats. It existed as early as the year 1200, was rebuilt in 1337, enlarged after 1536, and restored and embellished by John III. at the end of the 16th century. This venerable building has undergone many vicissitudes. After having withstood eleven sieges and been the

frequent residence of kings and princes, it was converted by Gustavus III. into a distillery, and a windmill was even erected upon the highest tower. The *Unions-Sal*, the largest room in the castle (where, however, the famous treaty was not signed), was used by Gustavus IV. as a granary. From these indignities, however, it no longer suffers, and it is now undergoing restoration. Among the other rooms is *Gamla Kongsmaket* ('old kings' apartment'), which was once occupied by the ill-starred Eric XIV. — The \**Cathedral*, designed by Tessin, was built in stone from the quarries of Öland in 1660-99. — Railway, see p. 375.

To the N. of the town is ( $\frac{1}{4}$  M.) *Skälvhy*, with a fine park. At *Stensö*, to the S.W., is an iron monument marking the spot where Gustavus Vasa landed in May, 1520, on his return from Lübeck. A Latin inscription here is by Louis XVIII., who visited Sweden in 1804 during his exile.

Farther to the S. are the curious round churches of *Hagby* and *Voxtorp* (resembling that of Solna near Stockholm), and still farther (4 M. from Kalmar) the famous *Brömsebro*, or bridge over the *Brömsbäck*, which once formed the boundary between Swedish and Danish territory. On a small island in the stream are the *Brömsestenar*, which are said once to have marked the frontier. By the Peace of Brömsebro in 1645 Sweden recovered her independence and the natural coast-frontier formed by the Baltic, the Sound, and the Cattegat.

Opposite Kalmar lies *Färjestad* in Öland, about  $1\frac{1}{2}$  sea-mile distant, to which a steamboat plies frequently. The sound now expands, and the coasting-steamers pass *Bergqvara*, a small trading town on the right, a little beyond which is the *Brömsebro*, mentioned above. Leaving the Kalmarsund, the steamer then steers to the N.W. to (16 M.) —

**Karlskrona** (*Storkällaren*; *Frimurerkällaren*; *Kung Karl*), the headquarters of the Swedish navy, a considerable town, with 17,000 inhab., situated on the *Trossö* and other islands. It is a comparatively modern place, having been founded in 1680. The only sight of which Karlskrona can boast is the \**Dockyard* (*Örlogsvarfvet*), to which, however, admission is rarely granted without permission from the minister of war. Railway, see p. 375. Beautiful drive to Karlshamn, see below. — Passing *Ronneby*, a town with 1600 inhab., with mud and mineral baths, and a favourite Swedish watering-place, situated about  $\frac{1}{2}$  M. from the mouth of the brook of the same name ( $3\frac{1}{2}$  S. M. from Karlskrona), the steamer next touches at (7 M.) —

**Karlshamn** (*Stadshuset*, in the *Kungsgata*; *Gibraltar*, on the quay), with 6000 inhab., erected into a town and re-named in 1668. The *Klockstapel*, or belfry, a stone tower adjoining the church was erected at the end of the 18th cent., as the wooden tower of the church was found unequal to bearing the weight of

the bells, and is sometimes called *Karlhamns Fäfänga* ('Karlhamn's vanity'). To the N.W. of the town is the *Brunnspark* with the \**Bellevue* inn. — The surrounding country is one of the prettiest districts in Sweden. A very pleasant excursion may be taken to the *Asarumsdal* and the *Offerkälla* ('sacrificial spring'), and to *Strömma* and *Rosenborg*, whence we may return by the *Tubbarydsräg*. — About  $\frac{3}{4}$  M. to the N.E. of the town is an artificial hill composed of huge stones, called the *Valhall*, probably an *ättestupa*, or place from which old and infirm persons used to throw themselves in ancient times in order to avoid the supposed ignominy of dying in their beds. — Railway, see p. 375.

**EXCURSIONS.** If time permit, the traveller may drive from Karlshamn to Karlskrona ( $6\frac{1}{2}$  M.), and return by steamer; or he may land at Karlskrona, drive to Karlshamn, and continue his voyage to Malmö by the next steamer. The road, traversing an exceedingly pretty tract, and running between the woods and the sea, leads to (3 M.) **Ronneby** (*Gästgivaregård*; *Laxen Hotel*), a watering-place with chalybeate springs, mentioned above. Sea-baths on the *Lilla Karö*, to which small steam-boats ply. From Ronneby excursions may be taken to the *Djupadal*, with its paper, nail, and other manufactures. — The coast-road next leads to ( $1\frac{1}{2}$  M.) *Hoby*, near which is the *Runamo* rock, fissures in which were once supposed to be Runic inscriptions recording the achievements of Harald Hildetand. Thence by *Trensum* to (2 M.) *Karlskrona*.

Steering to the S. from Karlshamn, and then rounding a promontory on the right, some of the steamers next touch at (6 M.) —

**Sölvborg** (*Gästgivaregård*), a small seaport with 1600 inhab., and numerous distilleries in the vicinity. Ruined castle and a pretty park called *Tivoli*. — The next station, at which all the steamers do not touch, is (10 M.) —

**Åhus**, the busy harbour of *Kristianstad* (p. 376), but now a place of no interest. The ruined castle, dating from the 12th cent., once belonged to the archbishops of Lund, and there were several churches and monasteries here. The *Helgeå*, at the mouth of which Åhus lies, is navigable for small vessels up to Kristianstad. — Steering to the S., past the little town of *Cimbrishamn*, the steamer rounds the S.E. extremity of the Swedish peninsula and steers to the W. to (13 M.) —

**Ystad** (*Hôtel du Sud*; *Hotel du Nord*), a busy seaport with 6600 inhab., mentioned in history as early as the 13th century. To a Franciscan monastery, founded here in 1267, once belonged the *Petri Kyrka*, which is now modernised. The *Vårfru-Kyrka* also dates from the 13th century. Down to 1658 the town belonged to Denmark. — Railway, see p. 379. Besides the coasting steamers from Stockholm to Malmö, Copenhagen, and Gothenburg, another plying between Stettin and Bergen touches here fortnightly, and there are several small local steamboats. One of these last plies weekly between Ystad and the —

**ISLAND OF BORNHOLM**, which belongs to Denmark, and lies about 5 miles to the S.E. of the Swedish mainland (3 hrs. from Ystad). It is about 230 Engl. sq. M. in area, and contains upwards of 30,000 inhab., whose chief resources are agriculture and the digging of the porcelain-

clay used in the famous manufactories of Copenhagen. *Rönne*, the capital, lies on the W. coast. The island is rocky and mountainous. The hill called *Knägten* and the *Echodal* in the interior are worthy of a visit. Between *Svanekø* and *Altinge* on the N. coast are a number of picturesque and imposing cliffs, including *Randklöveskaaret*, *Helligdomsklipperne*, *Gaaserenden*, and *Vaade Ovn*. The northernmost promontory is called *Hammeren*.

About 8 M. to the W. of Ystad is the next steamboat-station —

**Trelleborg** (*Schweitz's Hotel*), a small seaport with 2200 inhab., the southernmost town in Sweden. Like Ystad, it appears in history as early as the 13th cent. and also possessed a Franciscan monastery. — Railway, see p. 373.

To the W. of Trelleborg, nearly halfway to Malmö (about  $2\frac{1}{2}$  Sw. M. from the former and 3 M. from the latter) lie the two ancient little towns of *Falsterbo* (800 inhab.) and *Skanör* (400 inhab.), situated  $\frac{1}{4}$  M. apart on a long sandy promontory. They possess one inn, a pastor, and a burgomaster in common, but each has its own school. The inhabitants earn a scanty subsistence by fishing and tilling the poor sandy soil, but many of them go to sea and are considered the best sailors in this part of Sweden. It is a curious fact that these primitive little towns possess neither doctor, druggist, nor tavern, and crime and sickness are said to be alike almost unknown. Many centuries ago the herring-fishery in this neighbourhood was very profitable, and the 'Fair of Skanör', which was held at the 'Falsterboda', attracted merchants from all parts of N. Europe between July and November. At that period Skanör was a far more important place than Malmö. Popular tradition ascribes an almost fabulous antiquity to the place: —

'När Kristus lät sig föda  
Stod Lund och Skanör i gröda.'

(When Christ was born, Lund and Skanör were flourishing.) With the falling off of the herring-fishery, the prosperity of these towns declined, and in 1631 a storm choked their harbour ('Flommen') and half buried the houses with sand.

The *Church of Falsterbo*, now deeply imbedded in sand, is said to be the most ancient in Skåne, and is still visited by pilgrims, particularly on St. John's Day. The Castle Hill commands a view of the lighthouse (*Falsterbo Fyr*), the light-ship on the dangerous *Falsterbo Riff* ('reef'), the island of *Måkläppen* with its countless gulls, and farther distant the sandy island of *Möen*.

The *Church of Skanör*, another venerable edifice, has a crypt under the choir like the churches of Lund and Dalby. The fine old font is embellished with the figures of twenty kings. The Castle Hill here commands an extensive view, extending in clear weather across the Sound as far as *Stevens Klint*, a cliff on the Danish coast.

On leaving Trelleborg the steamboat proceeds to the W. as far as the *Falsterbo Fyrskepp* (see above), off the promontory of *Falsterbo*, and then steers to the N. past the little town of *Skanör* (see above) to (9 M.) —

**Malmö.** — \**KRAMER'S HOTEL*, \**GUSTAF ADOLF*, both in the *Stortorg*; *SVEA*, near the quay and the railway-station; *STOCKHOLM*; *DANMARK*. — *Restaurants* at the hotels. — *Stadt Hamburg*, a favourite resort, in the *Gustaf Adolfs Torg*, with open-air theatre. — *Money exchanged* by Mr. *T. Flensburg*, the British vice-consul, and at *Kjöbenhavn's Lænebank*. — Booksellers: *Hedberg*, *Adelgatan*; *Cronholm*, *Stortorget*. — Sea Baths on the N. side of the harbour. — Visit the *Stortorg* and *Gustaf Adolfs Torg*, and walk or drive to *Malmöhus*.

*Railway Station* near the *Steamboat Quay*. On the latter is the *Tullhus*, or custom-house, where the luggage of passengers arriving from Copenhagen is examined. — Cab from quay to station 1 kr., porter  $\frac{1}{2}$  kr.

— Travellers entering Sweden here should at once buy the latest number of 'Sveriges Kommunikationer' (10 ö.). — Steamboats (besides the coasting vessels to Stockholm, Gothenburg, etc.) to Copenhagen four times daily in 1½-1¾ hr. (16 Engl. M.); to Lübeck five times weekly in 16-18 hrs.; others touch here on their way to London, Amsterdam, Bordeaux, etc.

*Malmö*, a busy and thriving seaport and industrial town, the capital of the fertile province of *Skåne*, with 33,258 inhab., is situated on the *Sound*, opposite to Copenhagen (16 Engl. M. distant), in a flat and uninteresting district. It is now the third town in Sweden in point of population and importance, and possesses a considerable commercial fleet and a number of manufactories (including several from which the well-known Swedish gloves are largely exported).

In the middle ages *Malmö* was the chief commercial town on the Sound, especially during the Hanseatic period. Its prosperity was mainly due to the productive herring-fishery, which attracted merchants from all parts of the Baltic. It is mentioned for the first time in 1259, but it lay at that time in the *Vestervång*, now the suburb of *Södervärn*, while the site of the modern town was then occupied by the fishing village of *Svalperup*. During the chequered reign of Christian II. of Denmark (1513-23) *Malmö* embraced the cause of that monarch, the burghers being headed by their spirited burgomaster *Jörgen Kock*, who once occupied the *Kockumska Hus* (see below). In the 16th and 17th cent. the prosperity of the town declined, partly owing to the failure of the herring-fishery, and partly to the growing importance of Copenhagen. The peace of Roeskilde, which restored Skåne to Sweden in 1658, farther accelerated the decay of the place, and at the end of the 17th cent. it contained 2000 inhab. only. At length, about a century later (1775-78), *Frans Suell*, a wealthy and public-spirited merchant of *Malmö*, laid the foundation of the modern prosperity of his native place by constructing a harbour, which has since been repeatedly extended and deepened.

The *Harbour* is on the N.W. side of the town, with long piers to prevent it from being choked up with sand. The *Hamngata* leads thence in a straight direction to the *MALMÖHUS*, a fortress at the S.W. end of the town. In its present form it dates from 1537, and is architecturally interesting. It is now used as a house of correction. Bothwell, Queen Mary Stuart's third husband, was imprisoned here in 1573-78, and his vaulted dungeon is still shown. He died on 14th April 1578 in the château of Dragsholm in Zealand, and was interred in the church of Faarveille. Adjoining the fortress is the *Cellfangelse*, or prison.

The *Petrikyrka*, near the *Stortorg*, founded in 1319, and tastefully restored by Brunius in 1847-53, is the finest Gothic church in S. Sweden. It contains a curious poor-box (*fattigbössa*), mounted in iron, with four slits for the offerings of donors of different ranks.

The *Tyska Kyrka* contains an interesting life-size portrait of Luther, with a swan and the hexameter: ‘*Pestis eram vivens, moriens ero mors tua, papa*’. — The *Roman Catholic Church* is a handsome new edifice.

The \*Rådhus, or town-hall, in the spacious *Stortorg*, is a handsome Renaissance edifice, resembling those in several of the Danish and Hanseatic towns. The façades are in brick, and the copings and five figures in niches on the roof in sandstone. Handsome oriel window in the centre. The inscription records the dates of the foundation, extension, and restoration of the building. The handsome *Knusssal* in the interior was once the council-chamber of the powerful *Knutsgille* ('Guild of Canute'). — In the *Stortorg* is also situated the residence of the *Landshöfding*, or governor of the province, which contains the room (shown to visitors) where Charles XV., the popular predecessor of Oscar II., died on 18th Sept. 1872, when on his way back from Aix-la-Chapelle to Stockholm. The most interesting relic of mediæval domestic architecture is the *Kockumska Hus*, in the *Frans Suellsgata*, erected in the 15th cent., and once occupied by Kock, the warlike burgomaster, and *Suell*, the enterprising merchant and benefactor of the town.

Pleasant walks on the S. and E. sides of the town, the most attractive of which is *Planteringen* near the Malmöhus.

After leaving Malmö the Gothenburg steamers touch at (5 M.) *Landskrona* (p. 378) and at (3 M.) *Helsingborg* (p. 377), and sometimes also at *Torekov*, *Halmstad*, and *Varberg*. The voyage from Malmö or from Copenhagen to (35 M.) Gothenburg takes 15-20 hrs., the steamboat's course being exposed to the open sea the greater part of the way after the Sound is quitted.

## 42. From Stockholm to Malmö by Railway.

57,7 M. RAILWAY in 16 hrs. 20 min.; one through-train daily (from Stockholm at 9.10 p.m.; from Malmö at 2.40 p.m.). If one of the slower trains be taken, a night must be spent either at *Linköping* or at *Nässjö*, while by goods-train (generally 2nd and 3rd class only), travelling at the rate of about 10 Engl. M. per hour, the journey occupies three days or more. The through-trains have 1st and 2nd class carriages only. Express fares 52 kr. 5, 37 kr. 65 ö.; ordinary, 43 kr. 40, 31 kr. 85, 20 kr. 25 ö. — Luggage must be booked, as usual on the continental railways. Passengers by the quick trains have 70lbs., by the slow 60lbs. of luggage free.

From Stockholm to (12,6 M.) *Katrineholm*, see R. 27.

The train now turns to the S. and traverses a wooded plateau, about 400 ft. in height, called *Kolmården*, the once dreaded frontier-region between Södermanland and Östergötland, infested by robbers and outlaws. Beyond *Strängsjö* is *Simonstorp* (Inn), with the lake of *Flaten* on the left. The train passes through a tunnel and crosses the bays of the pretty lake of *Näcken* by means of embankments. Beyond the tunnel of *Tvärdala* is *Grafversfors*, from which the train descends to *Åby* and the plain of *Norrköping*. To the left is the *Bråvik*, a long and narrow bay of the Baltic.

17,1 M. *Norrköping* (*Stora Hotellet*, *Nya Hotellet*), both in the

Karl-Johans-Torg; *Bellevue*, *Skeppsbron*; *Gästgiveri-Hotellet*, *Hotel du Nord*, and *Hôtel Marie*, in the *Stollsgata*; *Svea*, at the station), a busy manufacturing and seaport town with 27,000 inhab., is picturesquely situated on the *Motala*, at its influx into the *Bråvik*. The town was founded in 1384, but was plundered and burned down by the Danes in 1567 and by the Russians in 1719. Several diets of the estates have been held here, and among them that of 1604 at which Charles IX. was elected king. Gustavus IV. was crowned here in 1800. Owing to several great fires by which it has been visited, the town now presents an entirely modern and somewhat uninteresting appearance. The water-power afforded by the *Motala*, which flows through the whole town, is utilised by numerous manufactories. An interesting walk may be taken along the upper part of the river where the water dashes over rocks, turns a number of wheels, disappears among factory buildings, and reappears to be immediately used for some new purpose. The principal \*Bridges are the stone *Bergsbro*, constructed in 1775; the *Jernbro*, or iron bridge, of 1832; the *Oscar-Frederiksbro*, adjoining the Karl-Johans-Torg, and the iron *Spångbro*, or foot-bridge (1863). Between the *Bergsbro* and the *Jernbro* are the *Bruksholm* and the *Laxholm*, islands which are also connected with the town by bridges. Visitors are admitted to some of the factories. Those who desire special information should apply to the manager. — On the lower part of the river, where it subsides into a calm and navigable stream, there are also several large factories, chiefly of cloth, worsted, and cotton goods, which have earned for Norrköping the title of the 'Swedish Manchester'. *Gamla Varfvet* ('the old wharf') with its dock is an extensive establishment, and the \**Motala Varf*, to the E. of the town, where cannon-boats and monitors are constructed, is particularly interesting.

The handsomest modern buildings are in or near the Karl-Johans-Torg, where the two principal hotels, the post-office, the town-hall, and the theatre are situated. The *Arbetare-Föreningshus*, containing a large hall and museum, is a very large edifice, and still more imposing is the *Högre Elementarläroverkets Hus* (grammar and commercial school), on a height on the S.W. side of the town, erected in 1868 at a cost of 600,000 kr. The Karl-Johans-Torg is embellished with a \**Statue of Charles XIV.* (Bernadotte), by *Schwanthaler*, erected in 1846.

**EXCURSIONS.** By train or by carriage to *Åby*, at the base of *Kolmården*,  $\frac{4}{5}$  M. distant. To *Löfsta*, a large estate of Count Piper,  $\frac{1}{2}$  M. to the S.W., on the Linköping road. To ( $1\frac{4}{5}$  M.) *Okna* by train, and thence by carriage to *Ribbingsholm* and *Stärblacka*, beautifully situated near the influx of the *Motala* into *Lake Glan*. A visit to ( $1\frac{1}{2}$  M.; diligence in 2 hrs.) *Söderköping* (p. 286) may be paid by travellers who have not seen the *Göta Canal*. The ( $1\frac{1}{2}$  M.) *Kolmården Marble Works* on the *Bråvik* are also worthy

of a visit. The well-organised *Water-works* at *Borg* on the *Motala*,  $\frac{1}{2}$  M. to the W., were constructed chiefly at the cost of *Hr. v. Leesen*, a wealthy manufacturer of *Norrköping*.

The STEAMBOAT VOYAGE to or from Stockholm will be preferred by many to the train. The vessels (three times weekly) ply at night, affording a beautiful view of Lake Mälaren on arriving or on starting. This route is also recommended to travellers intending to take the Göta Canal route from Norsholm to Gothenburg, or to those who have arrived at Norsholm from Gothenburg, and is preferable to the steamboat-route between Stockholm and Norsholm via Söderköping. — Steamboats also ply from Norrköping to *Nyköping* once, and to *Kalmar* twice weekly.

The RAILWAY beyond Norrköping reaches *Lake Glan* at *Fiskeby*, and skirts its bank as far as *Okna*.

19.1 M. **Norsholm** (p. 286) lies at the efflux of the Göta Canal from *Lake Roxen*, of which the train commands a pleasant view as it crosses the canal. Curious swing-bridge here (*svängbro*).

BRANCH RAILWAY (3.9 M., one train daily) to the extensive copper-mines of *Åtvidaberg*, in the barony of Adelsvård. The bottom of the mine at *Bersbo* (1248 ft.) is reached by a small steam-car called a 'dog' in 6 minutes. The *Mormorsgrufva* ('grandmother's mine'), to the W. of Åtvidaberg, is 1320 ft. deep. Among the interesting works which deserve a visit are the *Bredbergska Hytta*, the *Vändrost-Hus*, the *Stora Hytta*, the *Raffinad-Hytta*, the *Kopparsmedja*, and the *Laboratory*. In 1869 the yield reached 1315 tons, but has diminished of late years. — Beyond Åtvidaberg the railway, when completed, will traverse the pleasant tract of *Tjust* to *Gamleby*, on a bay of the Baltic, and the seaport of *Västervik* (p. 360).

Traversing a fertile tract with several churches, and passing *Gistad* and *Linghem*, the train crosses the *Stångå* by a bridge 200 yds. long, and stops at —

21.4 M. **Linköping** (\**Stora Hotellet*, *Stortorg*; *Lindeberg*, *Kungs-gatan*; *Hotel du Nord*, *Kungsgatan*; *Druvan*, *Bokhällaregatan*), the capital of Östergötland, with 8500 inhab., and the residence of the 'Landshöfding' and the bishop, lies on the W. bank of the *Stångå*, recently rendered navigable, and  $\frac{1}{2}$  M. from *Lake Roxen*, by means of which it is thus connected with the Göta Canal (steamboat to *Stockholm* once weekly; to *Horn* by the *Kinda Canal* three times weekly, see below). Linköping is a place of ancient origin. It was formerly called *Liongaköpunger* ('town of the place of assize'), and possessed a cathedral and a bishop so far back as the 12th century. Municipal privileges were granted to the town by Gustavus Vasa. In 1598 Sigismund was defeated by Duke Charles at the *Stångebro*, and his adherents were afterwards executed at Linköping in 1600 (the 'Linköping Blood-bath'), the place of execution being now marked by a circle of stones in the *Jerntorg*. On the *Gumpekulla*, by the locks of *Nyqvarn*, a little below the town, stands a stone commemorating the battle of *Stångebro*.

The \**DOMKyrka*, the finest edifice at Linköping, begun in 1150, completed in 1499, is in the Romanesque style, with a Gothic choir. Next to the cathedral of Upsala, it is the longest church in Sweden (320 ft.). The vaulting is borne by ten hand-

some pillars on each side. The choir-windows are filled with stained glass. The old *Altar*, by Heemskeerk, a Dutch master, purchased by John II. for 1200 measures (7500 cubic ft.) of wheat, now stands by the S. wall. Its place is occupied by a colossal figure of Christ, surrounded by Faith, Hope, and Charity, in plaster, by *Byström*. The church was suitably restored in 1849-70. The verger lives in the vicinity.

The *Landsförsamlingens-Kyrka*, or Church of the Estates, also known as the *St. Larskyrka*, contains pictures by *Hörberg*, a self-taught peasant artist, whose works are to be met with in various parts of Sweden. The *Library* in the old gymnasium contains a valuable collection of rare books, MSS., coins, and antiquities (Tues. and Sat., 11-1; at other times apply to the librarian, Nyqvärnsgatan).

The *Kinda Canal*,  $7\frac{1}{2}$  M. in length, completed in 1871, connects Linköping with several higher-lying lakes to the S.: *Erlängen* (184 ft. above the sea-level), on the N. bank of which lies the large estate of *Sturefors*; *Rengen* (273 ft.), with the estates of *Säby* and *Brokind*; then *Jernlunden* (277 ft. above the sea; 171 ft. above Lake Roxen); lastly *Åsunden* (about the same height), separated from the last by the *Rimforsström*. The last steamboat-station is *Horn* (steamer three times a week). These lakes form different basins of the *Stångå*, and the ascent is effected by means of fifteen locks. To the S. of *Åsunden* are three other lakes traversed by the *Stångå* (*Erlängen*, *Juttern*, and *Krön*), beyond which last lies *Vimmerby*, whence a branch-railway runs to *Hultsfred* (R. 43, i). The scenery is pleasing the whole way.

The *\*Ätvidaberg Copper Mines* (see above) may be reached by road from Linköping (4 M.); or the steamboat may be taken to *Grebo* on the *Kinda Canal*, from which the mines are  $1\frac{1}{2}$  M. distant.

The RAILWAY next passes *Bankéberg*, with the agricultural school of *Haddorp*, and *Mantorp*. A well-cultivated district, dotted with numerous churches.

$24\frac{4}{4}$  M. *Mjölbys*, a busy little town, with mills driven by the *Svartå*, is the junction for *Vadstena*, and *Motala* (p. 284).

On this branch-line, about 1 M. to the N. of *Mjölbys*, lies *Skeninge* (*Gästgivaregården*), with 1700 inhab., once the capital of Götland, and famed for the ecclesiastical council (*kyrkomötet*) held here in 1248. Important cattle-fair in September. The so-called Law of *Skeninge* was very oppressive, and once formed the subject of a special petition in a litany used by the peasantry: —

‘Från Skenige rätt och Vadstena slott  
Bevara os milde Herre Gud!’

(From the law of *Skenige* and the castle of *Vadstena*,  
Good Lord deliver us!)

The train gradually ascends, passing *Strålsnäs*, with several large estates in the vicinity, and *Boxholm*, with extensive iron-works. The *Svartå*, which the railway crosses here, forms several falls, and is the boundary between Östergötland and Småland. A boundary-stone stands to the S. of the inn of *Hester*, where the river emerges from the extensive *Lake Sommen* (1505 ft.), on which a steamer plies.

We now enter SMÅLAND (so called from the ‘small farms’ with which it is sprinkled at intervals), which extends from Lake *Vettern* to *Skåne*, 20 M. to the S., a district consisting of moor, swamp, wild forest, lakes,

and rocky islands, all intermingled in chaotic confusion and interminable succession. These features are peculiarly characteristic of Swedish scenery, recurring at very frequent intervals all the way from Malmö to Haparanda. They most probably owe their origin to the action of the ice and snow with which the whole peninsula was once covered. The stones and rock bear indications of having been worn and rounded by glacier-action, while the mounds of debris, the isolated patches of alluvial soil, the barren rocks, and the dreary moors are traceable to the agency of snow and torrents, resembling in many places the moraines of Switzerland. The forest (*skog*, from *skugga*, 'shadow', as contrasted with *lund*, which signifies a pleasant 'grove'), which clothes the greater part of this territory, and the countless gloomy lakes, with which this district in particular is not inaptly said to be 'riddled', hardly contribute to enliven the scene. The railway-engineers encountered great difficulties here, and the traveller will observe that lofty embankments, cuttings, and bridges are very numerous. A few churches, with their detached belfries (*klockstapel*), are seen at intervals, and the monotony of the landscape is farther relieved by groups of red, timber-built cottages, roofed with green turf, and patches of pasture. Manufactories, too, are occasionally passed, and wherever water-power is available it is utilised by mills.

At *Sommen* the train passes the head of a deep bay of the lake. *Tranås* is the station for the village of that name, which lies to the left, on Lake Sommen. Near *Gripenberg* is the large estate of that name, to the S. of which lies *Traneryd* ('ryd' indicating the 'uprooting', or clearing of the ground, which has been necessary to bring the land under cultivation). Near *Frinnaryd*, a station on the *Svartå*, is *Lake Rålängen*, which is said to contain several floating islands ('rörliga holmar'). *Aneby*, lying on another basin of the *Svartå*, *Flisby*, and *Solberg* are the next stations.

32.7 M. *Nässjö* (1013 ft.; *Jernvägs-Hotel*, *Nassjö Hotel*, both good), the highest railway-station in Sweden, is the junction for *Jönköping* (4 M. to the W.; see p. 288) and *Oskarshamn* (p. 360), and another branch-line is being constructed to *Vernamo*, to the S.W. (p. 275), whence there is already a railway to *Halmstad* on the W. coast. Though somewhat bleak, the situation is not un-picturesque. The *Hjeltsölaberg*, a little to the W., commands a view of the environs. Travellers frequently break the journey between Stockholm and Malmö by spending a night here. The *Nässjö Hotel*, facing the station, and about 250 yds. distant, is the quieter of the two inns.

The railway, as usual, passes numerous lakes, none of which present any attraction. It traverses an extensive and bleak forest-tract, with few traces of cultivation. Stations *Grimstorp*, *Sandsjö*, *Säfsjö*, *Stockaryd*, and *Lamhult*, to the right of which, 400 ft. above the railway, rises the *Grönskulle*, the finest point of view in Småland. From *Moheda* a diligence runs three times weekly in  $7\frac{3}{4}$  M. to (5 M.) *Vernamo* (see above), one of the most important market-towns in Småland.

40.8 M. *Alfvesta* (*Wiman's Hotel*; *Rail. Restaurant*, with a few beds), prettily situated on *Lake Salen*, is the junction of a branch-line to *Emmaboda*, from which others lead to *Kalmar* and *Karls-*

krona (p. 375). Near Alvesta is the ancient church of *Aringsås*, with a belfry and interesting Runic stones.

42,<sub>1</sub> M. *Vislanda*, the scene of the old *Blenda Saga*, lies on the *Bråvalla Heath*. Branch-railway to *Karlshamn*, see p. 375. Another branch-line runs to the W. to (4,<sub>8</sub> M.) *Bolmen*, on the lake of that name.

Between *Liatorp*, the next station, and *Elmhult* (two inns), the last station in Småland, lies *Råshult*, the birthplace of Linné (13th May, 1707), whose father was the pastor here at that time, but soon afterwards removed to the neighbouring parish of *Stenbrohult*. The train affords a view, to the left, of *Råshult*, with the obelisk erected in 1866 to the great naturalist's memory.

46 M. *Killeberg* is the first station in Skåne, and the train now gradually descends into a more smiling region. Beyond *Ousby*, *Hästveda*, and *Balingslöf*, we reach —

50 M. **Hessleholm** (*Jernvägs-Hotellet*), an increasing place, at the junction of the main line with branches to *Sölvəsborg* to the E. (p. 363) and *Helsingborg* to the W. (p. 376). — Near (51,<sub>4</sub> M.) *Sösdala* is the church of *Mällby*, where the composer Otto Lindblad was once sacristan. Then *Tjörnarp* and *Hör*, to the N. of which last rises the basaltic hill of *Anneklef*. The country now begins to be enlivened with pleasant groves of beeches. From *Hör* a drive may be taken to *Bosjöklöster* on the *Ringsjö*, whence the traveller may return to the railway at *Stehag*. Beyond *Hör* we obtain a pleasing view of the *Ringsjö* to the left, a visit to which may be paid from (53,<sub>7</sub> M.) *Stehag*.

From *Stehag* a pleasant drive may be taken to the N.W. to (1 $\frac{1}{2}$  M.) *Röstånga*, near which is the small but picturesque, crater-like *Odensjö*. Farther N., at the foot of the *Söderås*, lies *Allarp*, to the W. of which, near *Röröd*, is the wooded ravine of *Skärälid*,  $\frac{1}{2}$  M. in length.

Another interesting excursion may be taken from *Stehag* to the wood-girt *Ringsjö* to the S.E., by driving to (1 M.) *Vrangelborg*, where the lake should be crossed to the *Bosjöklöster*, once a monastery and a famous resort of pilgrims, and now the property of Count Beckfries. An oak here, 40 ft. in circumference, is said to be the oldest tree in Sweden. The peninsula on which the mansion of *Bosjöklöster* stands is visible from the train between *Hör* and *Stehag*. At the E. end of the lake are the estates of *Fulltofta* and *Ousbyholm*. From *Bosjöklöster* to *Hör* about 1 $\frac{1}{4}$  M. by the road.

54,<sub>6</sub> M. **Eslöf** (*Jernvägs-Hotellet*; *Nilson's*), a town with 3000 inhab., is the junction of a branch-line to the S.E. to *Ystad*, and of another to the W. to *Landskrona* (p. 378). Pleasing scenery, with numerous parks and country-seats. — Beyond *Örtofta*, the train stops at —

56,<sub>2</sub> M. **Lund** (\**Stadshuset*, *Stortorg*; *Skandinavien*; *Jernvägs-Hotellet*; *Krakau*), a town with 12,000 inhab., and a place of very ancient origin, which according to popular tradition was already a flourishing place at the beginning of the Christian era. In the early annals of Sweden it is said to have been a wealthy and fortified town in the 10th cent., and in 1048 the first bishop was

appointed. In 1104 the bishopric was erected into an archiepiscopal see, and the archbishop became the primate of the whole of Scandinavia. Shortly afterwards Lund was even styled the 'capital of Denmark', and was frequently the residence of the kings. After many vicissitudes the prosperity of the place gradually declined, and the last archbishop was banished and popery abolished by Christian III. in 1536. In its palmy days Lund is said to have had a population of 200,000 souls, and there were 21 churches, besides several monasteries, but after the expulsion of the archbishop the town lost all its importance, and for upwards of a century was a mere village. Its modern prosperity dates from the foundation of the university by Charles XI. in 1668, but to this day it presents a somewhat dull and rustic appearance, especially during the university vacations.

The *Lundagård*, with the neighbouring *Lilla Torg* and *Tegnér-Plats*, are the chief centres of attraction. The beautiful trees here form a pleasant feature of the place.

In the centre of the town rises the \*CATHEDRAL, dedicated to St. Lawrence, which on the whole is perhaps the finest church in Scandinavia. It was founded about the middle of the 11th cent. and consecrated by *Archbishop Eskil* in 1145. It is a pure Romanesque edifice (judiciously restored by *Brunius*, who was succeeded in 1868 by *Zettervall*), with five towers and a semi-circular apse, resembling the famous Rhenish churches of Laach, Andernach, Coblenz, and Boppard. Although 263 ft. only in length (118 ft. wide, 70 ft. high), it presents a handsome appearance owing to the breadth of the W. end, and to the fact that the pavement rises in the middle  $1\frac{1}{2}$  ft. above its level at the sides of the church (as in the Pantheon at Rome). Nine pillars on each side separate the nave from the aisles. Seventeen steps ascend from the nave to the massive transept, two more to the choir, and lastly three to the high altar. Under the transept and choir lies the spacious and imposing \*\*CRYPT (*Kraftskyrkan*), 122 ft. long, 35 ft. wide, and 14 ft. high, one of the largest in the world. The vaulting is borne by 24 pillars, and there are ten small windows in the sides. In the N. arm of the crypt is a large *Well*, embellished with satirical figures by *Van Düren*, a Dutch master. *Archbishop Birger* (d. 1519) is buried here. On one of the pillars are the figures of the giant Finn and his wife, the traditional builders of the church. They were hired by St. Lawrence to construct the building, and they stipulated either for the sun and the moon, or for the saint's own eyes as their reward, unless the holy man should succeed in guessing the giant's name. Luckily the saint overheard the giantess pronounce her husband's name while she was lulling her child to sleep, and thus saved his eyes. The enraged giant and his wife thereupon attempted to pull the church down again, but the saint converted them into

stone, and their figures still testify to the truth of the story. — In the upper church the visitor should observe the handsome altar and pulpit, and the venerable seven-branched \**Candelabrum*. — The *Klockare*, who shows the church, lives close by.

The *Old University Buildings* (*Lundagård, Curia Lundensis*), the seat of the university founded by Charles XI. in 1668, contain the valuable *Library* and the *Historical Museum*, comprising the archaeological collections of Prof. Nilson. The *Tower* commands a fine view. With the university is also connected the *Zoological Museum*, where almost all the Scandinavian vertebrate animals are represented, and the *Botanic Garden*, to the N. of the Lilla Torg, adjoining which is the *Paradislycka* with the *Hospital* of the province (*Länslasarett*).

Adjacent to the cathedral is the *Tegnér-Plats*, embellished with a \**Statue of Esaias Tegnér* by Qvarnström. Here also is situated the building of the *Akademiska Förening*, containing a reading-room called the '*Athenaeum*', a ball-room, and a restaurant. — *Tegnér's House*, at the corner of the Gråbrödergata and Klostergata, is indicated by a slab of stone with the inscription, '*Här bodde Esaias Tegnér 1813-26*'. It was here that the poet composed his *Frithjof*, *Gerda*, and other poems. His study, with a large table in the middle, is preserved in the same condition as during his lifetime, and various memorials of him are shown. On 13th Nov., the anniversary of the poet's birth, the students assemble round his statue, and celebrate the day with processions, songs, and speeches.

The traveller may walk through the promenades on the S. side of the town, and ascend to the chapel in the *Cemetery* on the E. side. This point commands a good survey of the fertile province of Skåne, with the *Romeleklint* in the background. Farther to the N. rises the *Helgonabakke* ('saints' hill'), whence we obtain a view, to the W. (finest at sunset), of the Sound, Malmö, and the towers of Copenhagen.

**EXCURSIONS.** To *Dalby*, 1 M., with a handsome old church, containing a crypt with a well. To the *Romeleklint* (near *Björnstorps*),  $\frac{3}{4}$  M. farther, commanding an uninterrupted view of the whole province of Skåne. — About  $\frac{1}{4}$  hour's walk to the S.E. of Lund is the *Råby Räddningsinstitut*, a charitable establishment founded by Gyllenkrook.

**BRANCH LINE TO TRELLEBORG** (4 M., in 2 hrs.), uninteresting to the tourist. From *Trelleborg* (p. 364) a visit may be paid to the primitive little towns of *Falsterbo* and *Skanör*, whence Malmö may be reached by road.

The **RAILWAY** traverses a very fertile district to the S. of Lund. Near *Åkarp* is the *Agricultural Academy* of *Alnarp*. The train crosses the navigable *Höjeå*, passes *Arlöf*, and crosses the *Segeå*, beyond which it skirts the Sound for a short distance, and soon reaches —

57,7 M. **Malmö**, see p. 364.

### 43. Branches of the Stockholm and Malmö Railway.

#### i. From Nässjö to Oskarshamn.

13,<sup>9</sup> M. One through-train daily in 6 hrs. (11 kr. 10, 9 kr. 5, 5 kr. 60 ö.). To *Eksjö* (2 M.) three trains, and thence to *Oskarshamn* two trains daily.

*Nässjö*, see p. 370. The first important station on this branch-line is —

2 M. **Eksjö** (*Nya Stadshuset*), a town with 3000 inhab., near which is the curious *\*Skurugata*, a ravine 125 ft. deep and 20 ft. wide, penetrating a rocky hill for nearly 1/4 M. — Near (5,<sup>7</sup> M.) *Mariannelund* are the estate (*säteri*) and church of *Hessleby*.

7,<sup>8</sup> M. **Hultsfred** is the junction of a branch-line to the N. to (2 M.) *Vimmerby* (*Gästgivaregård*; 2000 inhab.), on the *Stångå*, 2 M. to the S. of *Horn*, from which a steamboat runs three times weekly on the pretty *Kinda Canal* to *Linköping* (p. 368). Another branch-line is in course of construction from *Hultsfred* to *Vestervik* on the Baltic (p. 368). — The train traverses a wooded tract, presenting little attraction.

13,<sup>9</sup> M. **Oskarshamn**, see p. 360.

#### ii. From Alvesta to Kalmar and Karlskrona.

To *Emmaboda* 17 M. (5 kr. 50, 2 kr. 85 ö.); thence to *Kalmar* 5,<sup>3</sup> M. (1 kr. 25, 2 kr. 10 ö.); from *Emmaboda* to *Karlskrona* 5,<sup>3</sup> M. (4 kr. 25, 2 kr. 15 ö.). Two through-trains to *Kalmar*, and two to *Karlskrona* daily, the journey in each case occupying 6-7 hrs.

*Alvesta*, see p. 370. This branch-railway traverses a wooded district at first, enlivened here and there with the cottage of a settler (*backstugusittare*), with its little patch of pasture (*tofta*, *gräsgång*), enclosed by the peculiar fences (*gärdesgård*; with pieces of wood placed obliquely between the upright stakes) common in Norway and Sweden and sometimes seen among the Alps. These independent settlers are distinct from the *torpare* (from *torpa*, 'cottage'), a cottager or hired labourer on an estate. — At *Gemla* several manufactories. Then *Räppe*, at the influx of the *Helgasjö* into the *Bergvvarasjö*. To the S. of the station, close to the latter lake, is the estate of *Bergvara*, with a picturesque ruined castle, which may also be visited from *Vexiö*. A small steamer starting from *Räppe* plies on the *Helgasjö* and the *Räppe Canal*, which connects that lake with the *Toftasjö*. In the vicinity is the mineral spring of *Evedal*.

1,<sup>7</sup> M. **Vexiö** (*\*Nya Hotellet*; *\*Stadshuset*), the capital of the *Kronobergs-Län*, with 4000 inhab., has been rebuilt on a wide and handsome plan since a fire in 1843. The principal edifice is the handsome *\*Cathedral*, dating from the year 1300, restored by *Brunius*. It contains the tomb of *St. Siegfried* (d. about 1030), the first promulgator of Christianity in this region. The old gymnasium contains the *Smålands Museum*, a collection composed of

antiquities, a library, and a cabinet of coins. It is adorned with a bust of Linné, who went from Vexiö to the university of Lund. Visitors apply to the vaktmästare.

On a hill to the E. of the town, and connected with it by an avenue, lies the episcopal residence of *Östrabo*, once occupied by Tegnér the poet, who died here on 2nd Nov. 1846. He is buried in the cemetery to the W. of the town, by the S. wall, where his wife reposes by his side.

Pleasant excursion from Vexiö to *Bergvara* (see above), or to *Evedal* (1½ M.); either direct, or to Räppe and thence by steamboat; still finer to the "KRONOBERG," a castle on an island in the Helgasjö. The modern château of Kronoberg is crown-property, and is occupied by the governor of the district. The old castle, with its ruins overgrown with beeches, is very picturesque. In the middle of the court rises a handsome oak. — About 1½ M. to the S. of Vexiö is the *Inglinge Hög*, an ancient tumulus commanding an extensive view, and once a place of assize. At the top is a stone 7 ft. high, adjoining which is a smaller round stone with a neatly executed pattern, supposed to have once been used in connection with ancient sacrificial rites.

Leaving Vexiö, the train traverses an interminable forest, frequently relieved with lakes, and occasionally enlivened with glass-works.

5,3 M. **Emmaboda** is the junction of the Vexiö, Kalmar, and Karlskrona lines. The KALMAR LINE passes (2,5 M.) *Nybro*, from which a branch-line diverges to the N.W. to the iron-works of (4 M.) *Säfsjöström*. The Kalmar train soon emerges from the pine-forest and reaches a more smiling coast landscape, where birches, oaks, and beeches make their appearance. In the distance the island of Öland is visible. 5,3 M. *Kalmar*, see p. 361.

The KARLSKRONA LINE follows the valley of the *Lyckebyå* to the S. of Emmaboda, and then that of the *Bubbetorpså*. At *Lyckeby*, a prettily situated place, the train quits the mainland and crosses several bridges and islands to *Karlskrona* (p. 362). Steamer to Ronneby six times weekly, to Karlshamn and Sölvborg three times.

### iii. From Vislanda to Karlshamn.

7,3 M. Two trains daily, in 3¼-3¾ hrs. (fares 5 kr. 15,2 kr. 60 ö.). *Vislanda*, see p. 371. The train traverses a hilly and wooded tract, and soon reaches *Lake Åsnen* (452 ft.), a large sheet of water, the bays of which it repeatedly crosses. Beyond (2,5 M.) *Ulfö* it crosses to an island in the lake and then recrosses to the mainland, where the country becomes more level. Beyond (3,9 M.) *Ryd* we enter the valley of the *Mörrumså*. The scenery improves as the sea is approached, and is very pleasing at (6,8 M.) *Asarum*, the station before (7,3 M.) *Karlshamn* (p. 362). Steamer to *Ronneby* six times, to *Sölvborg* three times, and to *Karlskrona* three times weekly.

## iv. Branch Lines from Hesselholm.

## FROM HESSELEHOLM TO KRISTIANSTAD AND SÖLVESEBORG.

5,7 M. Three trains daily to *Kristianstad* in  $1\frac{1}{4}$ - $1\frac{1}{2}$  hr. (fares 2, 1 kr.), and three thence to *Sölvəsborg* by a narrow-gauge line in  $1\frac{1}{4}$ - $1\frac{1}{2}$  hr. (fares 2 kr. 30, 1 kr. 45 ö.).

*Hesselholm*, see p. 371. This branch-railway traverses a well-cultivated district and passes a number of unimportant stations. Beyond *Kurpalund* it crosses the *Helgeå* and reaches —

2,8 M. *Kristianstad* (*Stadshuset*; *Hotel Werlin*, *Stortorget*; *Johnson's*, *Lilla Torget*), the capital of *Norra Skåne*, founded in 1614, with 9000 inhab., and the seat of the governor and the district courts, which are established in the *Kronhus*. The town is pleasantly situated on the *Allö*, a peninsula in the *Sjövik*, a lake formed by the *Helgeå*. The principal edifice is the *Church*, erected in 1617. At the mouth of the *Helgeå*,  $1\frac{3}{4}$  M. distant, lies *Åhus* (p. 363), the seaport of *Kristianstad*.

The railway beyond *Kristianstad* (gauge  $3\frac{1}{2}$  ft.) traverses a somewhat uninteresting district and passes several large estates. About  $\frac{1}{2}$  M. to the N. of *Fjelkinge* lies the *Oppmannasjö* with the pleasant estate of *Karlsholm* on its W. bank. *Beckaskog*, the next station, derives its name from the old château of \**Beckaskog*, beautifully situated  $\frac{1}{4}$  M. to the N., on a narrow tongue of land between the *Oppmannasjö* and the *Ifösjö*. It was originally a Bernardine monastery and now belongs to the crown. Charles XV. frequently visited this spot, and has composed verses in its praise. — On the *Ifö*, an island in the lake, are the *Ugnsmunnar* ('oven-holes'), curious orifices in the belemnite limestone. On the E. side of the island is the *Hofgård*, a farm-house built over a kind of crypt (now used as a cellar), in which Bishop Lunneson, an incurable leper, is said to have spent several years. The island once belonged to Marshal Toll ('Excellensen Toll'), who when governor-general resided here in 1782-1817. — To the S. of the *Beckaskog* station are the large estate and mansion of *Trolle-Ljungby*, which has successively belonged to several noble families of historical note. — The train stops at two unimportant stations, beyond which the scenery improves, and lastly (2,9 M. from *Kristianstad*) at —

5,7 M. *Sölvəsborg*, a small town, with several large distilleries and the ruins of an old castle (comp. p. 363). Steamer to *Karls-hamn*, *Ronneby*, and *Karlskrona* three times weekly.

## FROM HESSELEHOLM TO HELSINborg.

7,2 M. Three trains daily in  $2\frac{1}{4}$ - $3\frac{1}{2}$  hrs. (fares 5 kr. 75, 4 kr. 30, 2 kr. 90 ö.; by the slower trains 5 kr. 40, 4 kr., 2 kr. 55 ö.).

Like most of the other branches of the great Swedish trunk-line, this railway traverses a wooded district the greater part of the way to *Helsingborg*. Near (3,9 M.) *Klippön* is a large paper-

manufactory. A little to the N.W. are the large estates of *Bjersgård* and *Tommarp*, and to the S.E. is the ancient and picturesque *Herrevadskloster*, formerly a Cistercian monastery, now crown-property, and used as a barrack. At (4,4 M.) *Qvidinge* the crown-prince Charles Augustus died suddenly on 28th May, 1810, to the great disappointment and dismay of the whole nation as well as that of his father. A monument has been erected to his memory near the station. The train now traverses extensive coal-measures, recently discovered. From (5 M.) *Ästorp* a branch-line diverges to the S. to *Landskrona* (p. 378), and another to the N. to *Engelholm* (2000 inhab.; *Gästgivaregård*), a small seaport with 2000 inhabitants. From (5,6 M.) *Bjuf* a short branch-line diverges to the S.W. to *Billesholm*, the centre of a coal-mining region. From (6,9 M.) *Ramlösa*, near which are the favourite baths of that name (p. 378), a line runs to the E. to *Eslöf* on the main line.

7,2 M. **Helsingborg** (\**Hôtel d'Angleterre*; \**Mollberg*; *Munthe*; *Öresund*), a town with 10,000 inhab., is beautifully situated on the *Öresund* or *Sound*, which is here about 3 Engl. M. wide only. (Steamboat to Helsingör several times daily in 20 min.; others to Copenhagen, etc.) It is one of the oldest towns in Skåne, having formerly stood near the *Kärnan* tower, whence it was removed after a great fire to its present site in 1425. After many vicissitudes, the town came into the possession of Sweden by the peace of 1658, but was again occupied by the Danes in 1676 and 1677. In 1710 the Danes were finally defeated in the neighbourhood by Måns Stenbock and his '*gedepoger*' ('he-goats', so called from the furs worn by the Swedish peasants), a victory commemorated by a monument near the windmill of *Ringstorp*. A monument on the quay commemorates the landing of *Bernadotte* (Charles XIV.) on 20th Oct. 1810. The harbour is good for moderate-sized vessels, and there are several handsome modern buildings, but almost all traces of antiquity have disappeared.

The finest point near Helsingborg, and 120 ft. above it, is the tower of \**Kärnan* (perhaps signifying 'churn', from its shape; or 'kernel', having formed the keep of a larger stronghold). It rises in five stories to a height of 101 ft., and each side is 51 ft. broad, with walls 15 ft. thick. It resembles the towers of Visby, and once belonged to a large castle of which it is now the only relic. The \*VIEW hence is the finest on the Sound, particularly towards sunset. A hundred or more vessels may be counted at one time. Opposite the spectator lies Helsingör, with the Kronborg (immortalised by Shakespeare under the English form of Elsinore), and *Marielyst*; to the S. is the island of *Hven* (see below), and to the N. rises the granite promontory of *Kullen*.

A pleasant walk may be taken to the mineral spring of *Helsing* to the N.E. of the town, and to the *Sea-baths* (with Russian and Turkish baths) to the N. — Among the pretty villas and estates

in the environs are *Hamilton House*, containing valuable collections, and \**Sofiero*, the property of Queen Sophia, to the N.; farther distant are *Kulla Gunnarstorp* and *Kristinelund*. To the S. of the town are the villa of Count Essen, the picturesque *Cemetery*, and the *Villa Camzonetta*, belonging to *Örvar Odd*, the poet. On the Hesselholm railway, to the S.E., is the *Ramlösa Helsobrunn*, a favourite mineral spring and watering-place.

A visit to the villas to the N. of the town, particularly to ( $\frac{1}{2}$  M.) *Sofiero* ('Sophia's rest'), may conveniently be combined with an excursion to ( $\frac{2}{4}$  M.) *Höganäs* and ( $\frac{3}{4}$  M.) *Kultens Fyr*. This interesting expedition will occupy a whole day. The hotels let carriages at high charges, but 'skjuts' horses may be hired for the excursion (at the Öresund Hotel,  $\frac{1}{2}$  kr. per mile). As far as *Höganäs* (Zimmerdahl's Inn) an omnibus and a steamboat also usually run from Helsingborg.

At *Höganäs*, where 'skjuts' horses may also be obtained for the drive to *Kullen* and to *Helsingborg*, there are coal-mines and a famous manufactory of pottery. From *Höganäs* by *Krapparup* and the fishing village of *Mölle* to *Kullen* about  $\frac{1}{4}$  M. more. The *Promontory of Kullen*, once probably an island, projects boldly into the *Cattegat*. On the E. side of it is the *Skelder Vik*, and farther distant rises the *Hallands Ås*, a hill upwards of 600 ft. high, at the extremity of which lie the little town of *Torekov* and *Hallands Väderö*. At the base of the promontory of *Kullen*, near the lighthouse, is the *Silfpackarhål*, a deserted silver-mine. The point of view most easily reached is the *Bårekulle*, a height near *Kochenhus*, just beyond *Krapparup*; farther N. rises the highest point of the promontory (615 ft.), commanding a still more extensive view, but less easily ascended. Inns at *Mölle* and the *Kullagård*, to the E. of the lighthouse.

*Landskrona* (see below) may be reached by railway (four trains daily) from *Helsingborg* in  $1\frac{3}{4}$ -2 hrs., and *Eslöf* in  $\frac{1}{2}$ - $\frac{3}{4}$  hr. more.

#### vi. Branch Lines from *Eslöf*.

##### FROM *ESLÖF* TO *LANDSKRONA*.

5 M. Four trains daily in  $1\frac{3}{4}$ -2 hrs. (fares 2 kr. 10, 1 kr. 5 ö.).

*Eslöf*, see p. 371. The train traverses a tame arable district, with several unimportant stations. *Billeberga* is the junction for *Helsingborg*.

5 M. *Landskrona* (*Druvvan*; *Gröna Lund*; *Stora Värdshuset*), a town with 9000 inhab., and possessing an excellent harbour 22-36 ft. deep, was founded by Eric XIII. in 1413. The *Castle*, which was completed in 1546, is now used as a prison and a storehouse. To the N. of the town is *Hvilan*, a favourite resort. — Steamboat to Copenhagen once or twice daily.

From *Landskrona* a visit may be paid to the Swedish island of *Hven*, about 5 Engl. M. distant, with the church of *St. Ibs* (a corruption of *Jacobus*), where the famous Danish astronomer *Tycho Brahe* once possessed a château called *Uranienborg* and his subterranean observatory of *Stelleborg*. Of these, however, there is now no trace. — Sailing-boat 4-5 kr.

##### FROM *ESLÖF* TO *YSTAD*.

7.1 M. Three trains daily in  $2\frac{3}{4}$ - $3\frac{1}{2}$  hrs. (fare 5 or  $2\frac{1}{2}$  kr.).

This line intersects a number of the extensive estates of Skåne. Beyond *Kristineberg* it passes the château of *Skarhult*, built in

1562 and recently restored by Brunius, and containing a picture-gallery of some value. To the S. of *Bjersjölagård* is *Öfveds-Kloster*, a picturesque and handsome château on the Vombsjö, belonging to one of the largest estates in Skåne, and formerly a wealthy monastery. To the N. of *Löfvestad* is the fine mansion of *Kristinehof*, near which is the oldest alum-slate quarry in Sweden. From Svenstorp a diligence runs daily to *Cimbrishamn* (at 12.30 p. m.) in  $4\frac{3}{4}$  hrs.

*Cimbrishamn* (*Hotel Cimbrishamn; Svea; Sanningen*), a small seaport with 1700 inhab., mentioned in history as early as the 14th cent., lies on the coast of the Baltic,  $2\frac{3}{4}$  M. to the N.E. of Svenstorp. A little to the S.W. of the town is the *Glimmingehus*, an ancient baronial fortified château, one of the few of the kind now existing, and one of the most interesting buildings in Sweden. A little to the N. of Cimbrishamn is the fishing village of *Kivik*, where there is a curious old monument, pronounced by Prof. Nilson to be Phœnician.

7,<sub>1</sub> M. *Istad*, see p. 363.

### vii. From Malmö to Ystad.

5,<sub>9</sub> M. Three trains daily in  $2\frac{3}{4}$ -3 hrs. (fares 4 kr. 10, 2 kr. 5 ö.).

*Malmö*, see p. 364. This branch-line traverses part of the fertile province of Skåne, where extensive corn-fields and beautiful groves of beeches contrast pleasantly with the dreary regions farther to the N., while white churches and country-seats of the Swedish noblesse are seen at frequent intervals. About  $\frac{1}{2}$  M. to the N. of (1,5 M.) *Skabersjö* is the beautiful mansion of *Torup*, which forms an interesting object for an afternoon's drive from Malmö. At (2 M.) *Svedala* the line is crossed by the branch-line from Lund to Trelleborg (p. 373). Near (2,<sub>6</sub> M.) *Börringe* is the château of that name, formerly a nunnery. In the neighbourhood of (3,<sub>6</sub> M.) *Skurup* is *Svanholm* on an island in the Svanesjö, once the property of Rodger Maclean, a distinguished farmer and promoter of national education. The following stations are named after the extensive estates and mansions near them.

5,<sub>9</sub> M. *Istad*, see p. 363.

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Sketch  
of  
Norwegian and Swedish  
Grammar,  
with  
Vocabulary and List of Phrases.

Contents.

- I. The Language of Norway.
- II. The Language of Sweden.
- III. Vocabulary.
- IV. Short and Useful Phrases.

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by severing the yellow thread which will be found between  
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## I. Language of Norway.

The Gothic tribes of Aryan or Indo-European origin who settled in Scandinavia, probably about the beginning of the Christian era, if not earlier, appear all to have spoken a common language called the *Norræna Mal*, afterwards known as the *Dönska Tunga*, the history of which is not distinctly traceable farther back than the 9th or 10th century. That language, now known as Icelandic, or the Old Northern Tongue, and called by the Norwegians 'Old Norsk', was carried to Iceland by the Norwegians who settled there in the 9th century, and it has there been preserved in its original purity and vigour down to the present day, while on the mainland it gradually underwent modification and split into several distinct dialects, of which modern Swedish and modern Danish are now the most important. The history of the language of Norway between the colonisation of Iceland and the incorporation of Norway with the kingdom of Denmark towards the end of the 14th century is involved in obscurity, but the dialects spoken in different parts of the country probably continued closely akin to the primitive Old Norsk. In Denmark the original *Dönska Tunga* had meanwhile undergone considerable alteration, as is shown by the *Skaanske Lov* and the *Sjælandske Lov*, promulgated in 1162 and 1171 respectively, the gutturals and other consonants having been somewhat modified and softened, and the inflections simplified. From the year 1387, when Queen Margaret, the 'Northern Semiramis', was crowned queen of Norway, dates the introduction of the Danish language into the sister country. Between that date and the year 1814 when Norway was severed from Denmark and united with Sweden, the Norwegians had enjoyed a considerable degree of political independence, but their ancient language was gradually superseded by that of the dominant race, which was used by the government officials and adopted by the upper classes generally, although a number of dialects descended from the Old Norsk speech continued to be spoken in the remoter districts, chiefly by the uneducated classes. At the present day therefore the language of the country is Danish, although the natives prefer to call it Norsk, but it is pronounced with greater vigour and distinctness than by the Danes themselves, and it is enriched with a considerable number of words derived from the old provincial dialects which greatly enhance its interest. Like other languages of the Teutonic stock, Danish has admitted many Romanic and other foreign words to the rights of citizenship, such as *genere sig* (se *génér*), *Kandidat* (candidat), *Kontor* (comptoir), *Kritik* (critique), *Kvarter* (quartier), *Præst* (presbyter); but some of these have

been introduced more from fashion than necessity, and words of purely native growth are to be found in every branch of art and science. The following lines by Norwegian poets may be quoted here as a specimen of the modern language common to Norway and Denmark: —

'Min norske Vinter er saa vakker:  
De hvide snebedækte Bakker  
Og grønne Gran med pudret Haar  
Og trofast Is paa dybe Vande  
Og Engledragt paa nøgne Strande  
Jeg bytter neppe mod en Vaar'.

*J. N. Brun.*

Literal translation:

My Norwegian winter is so beautiful: the white, snow-clad hills, and green pines with powdered hair, and stedfast ice on deep lakes, and angel-garb on barren shores, I would hardly exchange for spring.

Ja! herligt er mit Fødeland,  
Den gamle klippefaste Norge  
Med Sommerdal og Vinterborgs,  
Der evig troster Tidens Tand.  
Om Kloden rokker end, dets Fjelde  
Skal Stormen dog ej kunne fælde'.

*S. O. Wolff.*

Literal translation:

Yes! glorious is my native land,  
the ancient cliff-bound Norway, with  
summer valley and winter fastness,  
which ever defies the tooth of time.  
Even if the globe be shaken, the storm  
shall be unable to overthrow its  
mountains.

A knowledge of the language of the country will conduce materially to the traveller's comfort and enjoyment. English is spoken at the principal resorts of travellers and by the captains of most of the steamboats, but on the less frequented routes and particularly at the small country-stations the native tongue alone is understood. The traveller should therefore endeavour to learn some of the most useful and everyday phrases which he is likely to require on his journey. Those who are already acquainted with German or Dutch will find the language exceedingly easy and interesting, as the great majority of the words of which each of these languages consists are derived from the same Gothic stock as Danish. A still higher vantage-ground is possessed by those who have studied Icelandic, or even the kindred Anglo-Saxon, the former being the direct ancestor of the language of Norway. Those, on the other hand, who are tolerably proficient in Swedish, will understand and be understood with little difficulty in Norway, though much less readily in Denmark. Conversely, the traveller who has learned Danish with the Norwegian accent will generally find it intelligible to Swedes, and will himself understand Swedish fairly well; but Danish acquired in Denmark will be found very unsatisfactory in Norway and still more so in Sweden.

The traveller who takes an interest in the language, which throws light on many English words, and particularly on English and Scotch provincialisms, should be provided both with an English-Danish (*Rosing's*, 3rd edit.; Copenhagen, 1869) and Danish-English dictionary (*Ferrall & Repp's*, 3rd edit.; Copenhagen, 1867), and with *Ivar Aasen's* copious and instructive 'Norsk Ordbog' (2nd edit., Christiania, 1873). Rask's Grammar, Frädersdorff's Practical Introduction, and Bojesen's Guide are also recommended to the notice of students of Danish. For the use of ordinary travellers,

however, the following outline of the grammar and the vocabularies, though necessarily brief and imperfect, will probably suffice.

**Pronunciation.** The CONSONANTS and their pronunciation are nearly all the same as in English; but *f* at the end of a word is pronounced like *v*; *g* before *e* and *i* and at the end of a syllable is often pronounced like *y*; *j* is pronounced like the English *y*; *k* before *e*, *i*, *j*, *y*, *æ*, and *ø* is (in Norway) pronounced like the English *t* followed by the consonant *y*, or nearly like the English *ch*; *sk* before the same vowels is pronounced like the English *sh*; while *c* (like *s* before *e*, *i*, *y*, *æ*, and *ø*, and like *k* before *a*, *o*, *u*, and *aa*), *q*, *x*, and *z* are used in words of foreign origin only. The chief irregularities are that *d* at the end or in the middle of a syllable is generally mu'e, as *Fladbred* (pron. *Flabred*), *sist* (pron. *sist*), *hende* (pron. *henne*); *g* at the end of a syllable is often inaudible, as *deilig* (pron. *deili*), *farlig* (pron. *farli*), while *eg* is softened to *ei*, as *jeg* (pron. *jei*), *egen* (pron. *eien*), and, in conversation, *mig*, *dig*, *sig* are corrupted to *mei*, *dei*, *sei*; *s* after *r* is pronounced almost like *sh*; lastly, in *det*, the *t* is usually mute, and *de* is pronounced *di* (dee).

The VOWELS *a*, *e*, and *i* are pronounced (as in French and German) *ah*, *eh*, *ee*; *o* is sometimes pronounced *oo* (as in *boot*), sometimes *o* (as in *hole*), and when short it is like the short English *o* (in *hot*), but less open; in *ai*, *ei*, *oi*, each letter is pronounced distinctly; *u*, when long, is somewhat like the *u* in *lute*, with an approach to the French *u*, and when short it resembles the French *eu* or the English *i* in *bird*; *y*, when long, is like the French *u*, and when short it is indistinguishable from the short *ø*. The sound of *aa* is that of the long English *o*; *æ* is like *e*, but more open (as in *where*); *ø*, sometimes written *ö* when the sound is more open, has the sound of the German *ö* or the French *eu*. These two last letters are placed at the end of the alphabet, a peculiarity which consulters of a Danish dictionary must bear in mind. — Those who have studied French or German will have no difficulty with the *y* and the *ø*, but it is not so easy to catch the precise sound of the *u*, and it requires some practice to distinguish between words in which *o* is pronounced *oo* and those in which it is pronounced as in English.

**Genders.** There are two genders, the common (including masculine and feminine) and the neuter.

**Articles.** The INDEFINITE is *en* (c.) or *et* (n.), as *en Mand* (a man), *en Kvinde* (a woman), *et Barn* (a child).

The DEFINITE is *den* (c.), *det* (n.), *de* (pl.), which forms are used almost exclusively when an adjective intervenes between the article and the substantive, as *den gode Mand* (the good man), *det unge Barn* (the young child), *de gamle Konger* (the old kings). When immediately connected with its substantive, the definite article is *-en* or *-n*, *-et* or *-t*, and *-ne* or *-ene*, added as an affix to

the substantive, as *Manden* (the man), *Barnet* (the child), *Kongerne* (the kings), *Gaardene* (the farm-houses).

**Substantives.** All substantives are spelled with an initial capital. The genitive, both singular and plural, usually ends in *s*, as *Kongens Mildhed* (the king's clemency), *Mændenes Heste* (the men's horses). All nouns ending in *e* form their plural by adding *r*, as *Konge, -r, Kvinde, -r*; others add *er*, as *Blomst, -er*; others *e*, as *Hest, -e*; and many neuter nouns remain unchanged in the plural, as *Sprog* (language), *Hus* (house). Lastly, a number of substantives modify their radical vowel in the plural, as *Haand* (hand), *Hænder*, *Fod* (pron. oo; foot), *Födder*, *Bog* (pron. o; book), *Bøger*, *Barn* (child), *Børn*. In many cases the consonant is doubled in order to preserve the short sound of the vowel, as *Hut* (hat), *-te*, *Ven* (friend), *-ner*, *Gut* (Norw., boy), *-ter*.

**Adjectives.** Those derived from proper names are not spelled with initial capitals (as *norsk*, Norwegian; *engelsk*, English). When preceded by the indefinite article, the adjective remains unchanged in the common gender, but *t* is added to it in the neuter, as *en god Hest, et stort* (large) *Hus*; if, however, the adjective terminates in *e, o, u*, or *y*, it remains unchanged in both genders, as *en lille Hest, et lille Barn, en sky* (shy) *Hest, et bly* (shy) *Barn*; but *ny* (new) has the neuter *nyt*. When preceded by the definite article, and in the plural whether with or without article, adjectives have an *e* added, unless they terminate in *e, o, u* or *y*; as *den gode Hest, det store Hus, de smukke smaa Børn* (the pretty little children), *vakre* (contracted from *vakker -e*) *Fjorde* (beautiful bays). When standing alone after the substantive as a predicate the adjective usually agrees with the substantive in gender and number, as *Huset er* (is) *stort, Hestene er store*.

The COMPARATIVE and SUPERLATIVE are formed by adding *re* or *ere* and *rt* or *est* to the positive; as *glad* (glad), *gladere*, *gladest*; *rig* (rich), *rigere*, *rigest*; but in some cases they are formed by prefixing *mēr* and *mēst* to the positive, as *elsket* (beloved), *mer elsket, mest elsket*. The radical vowel is sometimes modified; as *stor, større, størst*; *faa* (few), *færre*, *færrest*. Several adjectives are irregularly compared: *god, bedre, bedst*; *ond* (bad), *værre, værst*; *gammel* (old), *aldre, øldst*; *lille* (small), *mindre, mindst*; *megen, meget* (much), *mer, mest*; *mange* (many), *føre, feste*.

**Numerals.** The CARDINAL NUMBERS are: *en* or *een* (n. et), to, *tre, fire, fem, sex, syv, otte, ni, ti, elleve, tolv, tretten, fjorten, femten, sexten, sytten, atten, nitten, tyve* (twenty); *en og tyve, to og tyve*, etc.; *treti* (tredive); *firti* (*syrretyve*), *femti* (or *halvtresindstyve*, i. e. 'halfway between twice and three times twenty', or 'thrice twenty all but a half of twenty'); the word used in Denmark, and often contracted to *halvtres*), *sexti* (*tresindstyve*, or *tres*), *sytti* (*halvfjersindstyve*, or *halvfjers*), *otti* (*firsindstyve*, or *firs*), *nitti* (*halvfemsindstyve*, or *halvfems*), *hundrede, tusinde*.

**ORDINAL NUMBERS.** *Den, det, de første, anden* (pl. *andre*), *tredie, fjerde, femte, sjette, syvende, ottende, niende, tiende, elleve, tolvtre, etc.*; *tyvende, trediende, firtiende, femtiende* (or *halvfresindstyvende*), etc.; *hundrede* and *tusinde* undergo no alteration.

**FRACTIONS.** *En halv* ( $\frac{1}{2}$ , adj.); the subst. is *en Halvdel*); *halvanden* ( $\frac{1}{2}$ , ‘another all but half’); *halvtredie* ( $\frac{2}{3}$ , ‘a third all but half’), or *to og en halv*; *halvsjerde*, or *tre og en halv*; *en Trediedel* ( $\frac{1}{3}$ ); *en Fjerdedel* ( $\frac{1}{4}$ , or *en Fjerding*, *en Kvart*, or *et Kvarter*); *en Femtedel*; and so on, *del* (part) being added to the ordinals.

**Pronouns.** **PERSONAL.** Nom. sing. *jeg* (I), *du* (thou), *han* (he), *hun* (she), *den* or *det* (it); pl. *vi*, *I*, *de*. Acc. sing. *mig*, *dig*, *ham*, or *sig*, *hende* or *sig*, *den* or *det*; pl. *os*, *eder*, *dem* or *sig*. Gen. sing. *hans*, *hendes*, *dens* or *dets*; pl. *deres* (their).

*Sig* is always reflexive, referring to the nominative or subject (himself, herself, itself, themselves). Members of the same family and intimate friends address each other as *Du*, pl. *I*, but in ordinary society *De* (literally ‘they’), with the verb in the singular, is always used. In this sense the accusative of *De* is *Dem*, never *sig*; as *De har skadet Dem* (you have hurt yourself).

**Possessive.** *Min* (my), *mit*, pl. *mine*; *din* (thy), *dit*, pl. *dine*; *sin* (his, her, or its), *sit*, pl. *sine*; *vort*, pl. *vore*; *jer* (your), *jert*, pl. *jere* (colloquial); *deres* (their); *Deres* (your, in the polite form of address).

**Demonstrative.** *Den, det* (this), pl. *de*; *denne, dette* (that), pl. *disse*; *hīn* or *hiin*, *hint* (that), pl. *hīne*; *samme* (same), *selv* (self), and *begge* (both) are indeclinable; *saadan, saadant* (such a one), pl. *saadane*.

**RELATIVES.** *Som* (who, whom, which, nom. and acc.) and *der* (who, which, nom. only) are indeclinable; *hvilken, hvilke, hvilket* (who, whom, which, nom. or acc.), pl. *hvilke*; *hvis* (whose, of which, sing. or pl.); *hvad* (what), indeclinable.

**INTERROGATIVES.** *Hvo* or *hvem* (who, whom), indeclinable; *hvilken, hvilket*, pl. *hvilke* (which, nom. or acc.); *hvad* (what).

**INDEFINITE.** *Man* (one, they, nom. only); *en* or *et* (one); *nogen* (some, somebody, some one), *noget* (some, something), pl. *nogle*; *ingen* (no, nobody, none), *intet* (no, nothing, none), no plural; *anden, andet* (other), pl. *andre*; *hver, hvert, enhver, enhvert* (each, every; each one, every one); *al, alt* (all), pl. *alle*; *det, der* (it, with impers. verbs), as *det regnes* (it rains), *der siges* (it is said), *der skrives* (it is written).

**Verbs.** **AUXILIARY.** *At have* (to have); pres. indic. *har*, pl. *have*; imperf. *havde*; perf. *har* or *have havt*; fut. *vil* or *skall*, pl. *ville* or *skulle*, *have*; imperat. *hav*, pl. *have*; partic. *havende*, *havt*.

*At være* (to be); pres. ind. *er*, pl. *ere*; imperf. *var*, pl. *være*; perf. *har* or *have været*; fut. *vil* or *skall*, *ville* or *skulle*, *være*; imperat. *vær*, pl. *værer*.

*At skulle* (to be about to, to be obliged); pres. *skall*, pl. *skulle*; imperf. *skulde*; perf. *har* or *have skullet*.

*At ville* (to be about to, to be willing); pres. *vil*, pl. *ville*; imperf. *vilde*; perf. *har* or *have villet*.

*At kunne* (to be able); pres. *kan*, pl. *kunne*; imperf. *kunde*; perf. *har* or *have kunnet*; fut. *vil* or *skall*, *ville* or *skulle*, *kunne*.

*At maatte* (to be obliged); pres. *maa* (must); imperf. *maatte*; perf. *har* or *have maattet*.

*At turde* (to be allowed, to dare); pres. *tør* (may, dare); imperf. *turde* (might, dared).

*At burde* (to be bound, to be under an obligation); pres. *bør* (ought, etc.); imperf. *burde* (ought etc.).

The verb *faae* (to get), with the perfect participle, expresses futurity, as *naar jeg faaer skrevet* (when I shall have written).

The verb *blive* (to become) is sometimes used to form the passive voice, as *han bliver, blev skadet* (he is, was hurt).

**CONJUGATIONS.** The conjugations are either weak or strong, regular or irregular, and under each of these heads there are several subdivisions. The first and second of the three following verbs are weak (*i. e.* with the imperf. formed by the addition of *ede* or *te*, and the partic. by the addition of *et*, or *t* to the root), and the third and fourth are strong (*i. e.* where the imperf. takes no affix whether modifying the radical vowel or not).

*Elske* (love); pres. *elsker, elske*; imperf. *elskede*; perf. *har* or *have elsket*; partic. *elsket*, pl. (when used as adj.) *elskede*.

*Tale* (speak); pres. *taler, tale*; imperf. *talte*; perf. *har* or *have talt*; partic. *talt*, pl. *talte*.

*Komme* (come); pres. *kommer, komme*; imperf. *kom*; perf. *er kommen*, neut. *kommet*, pl. *ere komme*.

*Stjæle* (steal); pres. *stjæler, stjæle*; imperf. *stjal*; perf. *har* or *have stjalet*; partic. used as adj. *stjaalen, stjalet, stjaalne*.

The imperfect participle is formed by adding *nde* to the infinitive (as *elksende, kommende*). The imperative singular is the root (as *tal, stjæl*), to which *er* is added in the plural (as *elsker, kommer*).

*Elskes* (be loved); pres. *elskes*, or *bliver elsket, blive elskede*; imperf. *elskedes* or *blev elsket, blev elskede*.

*Tales* (be spoken); pres. *tales*, or *bliver talt, blive talte*; imperf. *taltes*, or *blev talt, blev talte*.

The following **List of Verbs** in frequent use includes a number of weak and strong, regular and irregular. The infinitive, imperfect, and participle of each are given. When the participle ends in *-t*, the usual auxiliary is *have*, when it ends in *-n*, *-ne*, the auxiliary is *være*.

Accompany, *ledsage, ledsagede, ledsaget*. Alight, *stige ned* (*steg, steg-en, -et, -ne*); *stige ud*. Arrive, *ankomme, ankom, ankom-men, -met, -ne*. Ascend, mount, *stige, steg, steg-en, -et, -ne*. Ask, *spørge, spurgte, spurt*. Awake (trans.), *vække, vakte, vakt*.

Become, *blive*, *blev*, *blev-en*, -et, -ne. Beg, *bede*, *bad*, *bedt*, -e. Believe, *troe*, *troede*, *troet*. Bind, *binde*, *bandt*, *bundet*, *bund-en*, -et, -ne. Blow, *blæse*, *blæste*, *blæst*. Boil, *koge*, *kogte*, *kogt*. Break, *brække*, *brak*, *brækket*, *bruk-ken*, -ket, -ne; *slage itu* (*slog*, *slaget*, *slag-en*, -et, -ne). Bring, *bringe*, *bragte*, *bragt*. Buy, *køpe*, *køpte*, *køpt*.

Call, shout, *raabe*, *raabte*, *raabt*, -e; see also 'name'. Carry, *bære*, *bar*, *baaret*, *baar-en*, -et, -ne. Change, *skifte*, *skiftede*, *skiftet*; *bytte*, *byttede*, *byttet*; change (money) *verkle*, *verlede*, *verlet*. Come, *komme*, *kom*, *kom-men*, -met, -ne. Count, *tælle*, *talte*, *talt*. Cost, *koste*, *kostete*, *kostet*. Cut, *skjære*, *skar*, *skaaret*, *skaar-en*, -et, -ne.

Demand, ask (a price, etc.), *forlange*, *forlangte*, *forlangt*, -e. Depart, see 'start'. Descend, *stige ned* (*steg*, *stegen*). Dismount, *stige af*, *stige ned*. Do, *gjøre*; pres. *gjer*, *gjøre*; *gjorde*, *gjort*. Drink, *drikke*, *drak*, *drukket*, *druk-ken*, -ket, -ne. Drive (a carriage), *kjøre*, *kjørte*, *kjørt*, -e. Dry, *terre*, *terrede*, *terret*.

Eat, *spise*, *spiste*, *spist*, -e, or *aðe*, *aad*, *aðt*, -e.

Fear, *frygte*, *frygtede*, *frygget*. Find, *finde*, *fand*, *fundet*, *fund-en*, -et, -ne. Fish, *fiske*, *fiskede*, *fish-et*, -ede. Follow, *følge*, *fulgte*, *fulgt*, -e. Forget, *glemme*, *glemte*, *glemt*, -e. Freeze, *fryse*, *fros*, *fruss-en*, -et, -ne.

Get, *faa*, *fik*, *faaet*; get down, *stige ned* (*steg*, *steg-en*, -et, -ne); get in, *stige ind*; get up, *stige op*; get on, *komme frem* (*kom*, *kom-men*). Give, *give*, *gav*, *givet*, *giv-en*, -et, -ne. Go, *gaa*, *gik*, *gaaet*.

Help, *hjælpe*, *hjalp*, *hjulpet*, *hjulp-en*, -et, -ne. Hire, *hyre*, *hyrede*, *hyret*; leie, *leiede*, *leiet*. Hold, *holde*, *holdt*, *holdt*, -e. Hope, *haabe*, *haabede*, *haabet*.

Jump, *springe*, *sprang*, *sprunget*, *sprung-en*, -et, -ne.

Keep, *beholde*, *beholdt*, *beholdt*. Knock, *banke*, *bankede*, *banket*. Know (a fact), *vide*; pres. *vēd*, *vide*; *vidste*, *vidst*; (a person, a place, etc.) *kjende*, *kjente*, *kjent*.

Lay, put, *lagge*, *lagte*, *lagt*, *lagd*, -e; lay hold, *tage fat paa* (see 'take'). Learn, *lære*, *lærte*, *lært*. Leave, *forlade*; leave behind, *efterlade*; see 'let'. Let, *lade*, *lod*, *ladet*, *ladt*, -e; let go, let fall, *slippe*, *slap*, *sluppen*, -pet, -ne. Lie, *ligge*, *lag*, *ligget*. Light, *kindle*, *tænde*, *tændte*, *tændt*, -e. Like, *synes* (*om*), *syntes*; or like (Norw.), *likte*, *likt*. Lose, *tabe*, *tabte*, *tabt*, -e.

Make, see 'do'. Mend, *istandsætte* (*sat*, *sat*); *reparere*, *reparerede*, *repareret*; *udbedre*, *udbedrede*, *udbedret*. Mistake, make a mistake, *tage feil* (*tog*, *taget*). Mount, *stige*, *steg*, *stegen*; (on horseback) *sidde op* (*sad*, *siddet*).

Name, call, *kalde*, *kaldte*, *kaldt*, -e. Named or called (to be), *hedde*, *hed*, *hadt*, -e.

Open, *aabne*, *aabnede*, *aabnet*, -e. Order, *bestille*, *bestillede*, *bestillet*.

Pay, *betalte*, *betalte*, *betal*, -e. Pronounce, *udtale*, *udtalte*, *udtalt*, -e. Put, *sætte*, *sat*, *sat*, -te; see also 'lay'; put to (horses), *spænde*, *spændte*, *spændt*.

Rain, *regne*, *regnete*, *regnet*. Read, *læse*, *læste*, *læst*. Reckon, *regne*, *regnede*, *regnet*. Require, *behøve*, *behøvde*, *behøvt*, -e. Rest, *hvile*, *hviledes*, *hvilt*. Return (intr.), *komme* or *gaa tilbage*. Ride, *ride*, *red*, *redet*, *red-en*, -et, -ne. Roast, *stege*, *stegte*, *stegt*. Row, *roe*, *roede*, *roet*. Run, *løbe*, *løb*, *løbt*.

Say, *sige*, *sagte*, *sagt*, -e. See, *see*, *saa*, *seet*, -e. Seek, *søge*, *søgte*, *søgt*. Sell, *sælge*, *soltge*, *solgt*. Send, *sende*, *sendete*, *sendet*, -e. Set, see 'put'. Shoot, *skyde*, *skjed*, *skudt*, -e. Shut, *lukke*, *lukkede*, *lukk-et*, -ede. Sit, *sidde*, *sad*, *siddet*. Sleep, *sove*, *sov*, *sovet*. Smoke (intrans.), *ryge*, *røg*, *røget*; (trans.) *røge*, *røgte*, *røgt*. Snow, *sne*, *snæ*, *snæt*. Speak, *tale*, *talte*, *talt*, -e. Stand, *staae*, *stod*, *staat*. Start, *afgaa*, *afgik*, *afgaaet*; or *gaa bort*, *gaa afsted*. Stop (trans. or intrans.), *standse*, *standsede*, *stands-et*, -ede.

Take, *tage*, *tog*, *toge*, *taget*, *tag-en*, -et, -ne; take care of, *sørge*, *sørgede*, *sørgt* (for). Think, *tænke*, *tænkte*, *tænkt*. Travel, *reise*, *reiste*, *reist*. Try, *forsøge*, *forsøgede*, *forsøgt*.

Understand, *forstaae*, *forstod*, *forstaa-et*, -ede. Use, *bruge*, *brugede*, *brugt*. — Wait, *vente*, *ventete*, *ventet*. Wash, *vadske*, *vadskede*, *vadsk-et*, -ede. Wish, *ønske*, *ønskede*, *ønsk-et*, -ede. Write, *skrive*, *skrev*, *skrevet*, *skrev-en*, et, -ne.

**Adverbs.** The neuter forms of adjectives are used as adverbs; as *gōd* (good), *gōdt* (well); *langsom* (slow), *langsomi* (slowly); and such adverbs take the same comparative and superlative as the adjectives. *Godt* or *vel* has *bedre*, *bedst*; *ilde* (ill), like *ond* or *daarlig*, has *værre*, *værst*; *gjerne* (willingly), *hellere* (rather), *helst* (most willingly, rather, especially).

The following are in very frequent use: —

**PLACE.** About, *omtrent*; above, *ovenpaa*; after, *efter*; around, *omkring*; at home, *hjemme* (indicating rest, like several other adverbs ending in *e*, while without the *e* they indicate motion); away, *bort*, *borte*; back, *tilbage*; below, *nedunder*; down, *nēd*, *nede*; everywhere, *overalt*; far, *langt*; far from here, far distant, *langt herfra*; here, *her*; home, *hjem*; in, *ind*, *inde*; near, *nær*; nowhere, *ingensteds*; out, *ud*, *ude*; past, *forbi*; there, *der*; thither, *did*; up, *op*, *oppe*; where, *hvor*; within, *inde*.

**TIME.** About, *omtrent*; afterwards, *siden ester*; again, *etter*, *igjen*; always, *alltid*; already, *allerede*; before, *før*; early, *tidligt*; immediately, *strax*; last year, *ifjor*; late, *sēnt*; long, *længe*; nearly, *næsten*; never, *aldrig*; now, *nu*; often, *ofte*, *tidt*; once, *engang*; seldom, *sjælden*; sometimes, *undertiden*; soon, *snart*; still, *endnu*; the day after to-morrow, *iovermorgen*; the day before yesterday, *iforgaars*; then, *da*, *paa*, *den Tid*; this evening, *iaften*; this morning, *imorges*; to-day, *idag*; to-morrow, *imorgen*; twice, *to Gange*; when (interrogative), *naar*, *hvaad Tid*; yesterday, *igaar*.

**MANNER, DEGREE, etc.** A little, *noget*; also, *ogsaa*; also not, *heller*, *ikke*; altogether, *i Alt*, *i det hele tagit*, *altsammen*; broken

(in two), *itu*; downhill, *nedad* (*Bakken*) ; how, *hvorledes*; little, *lidt*; much, *meget*; no, *nej*; not, *ikke*; not at all, *slet ikke*; of course, *naturligvis*; only, *kun*; particularly, *især*; partly, *dels*; perhaps, *kanske*, *maaske*; possibly, *muligvis*; probably, *rimeligvis*; quickly, *hurtigt* (*ført*); so, thus, *saaledes*; softly (gently, slowly), *sagte*; straight on, *lige frem*; together, *tilsammen*; too (much, etc.), *for* (*meget*, etc.); uphill, *opad* (*Bakken*); very, *meget*; why, *hvorfor*; yes, *ja*, *jo* (the latter being used in answer to a question in the negative or expressing doubt).

**Prepositions.** Among the most frequent are: —

About, *om*; above, *over*; after, *efter*; among, *blandt*; at, *i*, *paa*, *ved*; at (of time), *om*; behind, *bag*; between, *mellem*; by, at the house of, *hos*; by, near, *ved*; by, past, *forbi*; during, *om*, *under*; for, in front of, *for*; from, *fra*; in, *i*; instead of, *istedenfor*; near, *nær*, *ved*; of, from, *af*; on, *paa*; opposite, *lige over for*; over, upwards of, *over*; past, *forbi*; round, *rundt om*; since, *siden*: through, *gjennem*; till, *indtil* (not till, *ikke før*); to, *til*; towards, *mod*; under, *under*; upon, *paa*; with, *med*.

**Conjunctions.** The most important are: —

After, *efterat*; although, *skjøndt*; and, *og*; as, *da*; as — as, *saa — som*; because, *fordi*; before, *før*; but, *men*; either — or, *enten — eller*; for, *thi*; if, *om*, *dersom*, *hvis*; in order that, *for at*; or, *eller*; since (causal), *fordi*, *efterdi*, (of time) *siden*; so, *saa*; than, *end*; that, *at*; till, until, *indtil*; when (with past tense) *da*, (with present or future) *near*; where, *hvor*; while, *medens*.

**Interjections.** Ah, alas, *ak*; indeed, *ih*, *jasaa*, *virkelig*; not at all, far from it, don't mention it, *langt ifra*, *ingen Aarsag*; of course, certainly, *kors*, *bevars*; pardon, *om Forladelse*; please, *vær saa good*, *vær saa artig*; thanks, *Tak* (many, *manye*); true, *det er sandt*; what a pity, *det er Synd!*

## II. Language of Sweden.

The remarks already made on the origin of the Danish language and on the peculiarities of its pronunciation apply almost equally to the Swedish language. The latter, however, is derived much more purely and directly from the original Gothic tongue, and is therefore much more interesting to philologists.

**Articles.** The INDEFINITE ARTICLE is (m. and f.) *en*, (n.) *ett*; as *en karl*, a man; *ett barn*, a child.

The DEFINITE ARTICLE is (m. or f.) *en* (or *n* after a vowel), and (n.) *et* or *ett*, affixed to the substantive; as *konungen*, the king; *flickan*, the girl. Preceding an adjective, the definite article is (m. or f.) *den*, (n.) *det*, (pl.) *de*; but the substantive which follows still retains its affix; as *den gode konungen*, *det lilla barnet* (the little child), *de sköna flickorna* (the pretty girls).

**Substantives.** The genitive, both singular and plural, usually

ends in *s*; as *barnets moder*, *konungens godked*, *presternas böckar* (the priests' books).

The plural is formed by adding *or*, *ar*, *er*, or *n*; but it is sometimes the same as the singular, especially in the case of neuter substantives; as *krona*, *kronor*; *gosse* (boy), *gossar*; *lind* (lime-tree), *lindar*; *prest*, *prester*; *knä* (knee), *knän*; *hus* (house), pl. *hus*. Among the irregular plurals the commonest are *man*, *män*; *öga* (eye), *ögon*; *öra* (ear), *öron*; *bok* (book), *böckar*; *fot* (foot), *fötter*; *nat* (night), *nätter*; *gås* (goose), *gäss*.

**Adjectives.** After the indefinite article the adjective undergoes no change, except in the neuter gender, in which case *t* is added; as *en ung man*, *en skön flicka*, *ett artigt barn* (a good child). The neuter of *liten* (little) is *litet*, of *mycken* (much) *mycket*.

After the definite article the adjective takes the affix *e* or *a* in the masculine, and *a* in the feminine or neuter; as *den gode mannen*, *den sköna flicka*, *det artiga barnet*. When following the definite article *liten* becomes *lilla* (pl. *små*). For all genders the plural is *de goda*, *de sköna*, *de artiga*, *de små*.

The COMPARATIVE and SUPRELATIVE are formed by adding *are* and *ast* to the positive; as *rolig* (quiet), *roligare*, *roligast*; *ringa* (small, insignificant), *ringare*, *ringast*. Irregular are: *god* (good), *bättre*, *bäst*; *dålig* (bad), *sämre*, *sämst*, or *värre*, *värst*; *läg* (low), *lägre*, *lägst*; *lång* (long), *längre*, *längst*; *liten* (small), *mindre*, *minst*; *små* (small, pl.), *smärre*; *få* (few), *färre*; *mycken* (much), *mer*, *mest*; *många* (many), *flere*, *de fleste*; *stor* (large), *större*, *störst*; *gammal* (old), *åldre*, *älst*; *ung* (young), *yngre*, *yngst*; *tung* (heavy), *tyngre*, *tyngst*.

**Numerals.** The CARDINAL NUMBERS are: *en* or *ett*, *två*, *tre*, *fyra*, *sem*, *sex*, *sju*, *åtta*, *nio*, *tio*, *elfva*, *tolf*, *tretton*, *fjorton*, *femton*, *sexton*, *sjutton*, *aderton*, *nitton*, *tjugu* (20); *tjugu en*, etc.; *tretti*, *fyratio* (pron. *förti*), *femtio*, *sextio*, *sjuttio*, *åttatio* (*åttio*), *nitto*, *hundra*, *tusen*, *en million*.

The ORDINAL NUMBERS are: *den förste*, *den*, *det första*; *den andre*, *den*, *det andra* (*en annan*, *ett annat*); *tredje*, *fjerde*, *femte*, *sjette*, *sjunde*, *åtonde*, *nionde*, *tionde*, *elfte*, *tolfte*, *trettonde*, *fjortonde* etc.; *tjugonde* (20th), *tjugu förste* etc.; *trettionde*, *fyrzionde* etc.; *hundrade*, *tusende*.

**FRACTIONS.** *En half* ( $\frac{1}{2}$ , adj.); the subst. is *en hälfti*, *half-annan* ( $\frac{1}{2}$ ); *en tredjedel* ( $\frac{1}{3}$  rd), *en fjerdededel* ( $\frac{1}{4}$  th), etc.

**Pronouns.** PERSONAL. Nom. sing. *jag* (I), *du* (thou), *han* (he), *hon* (she), *det* (it); nom. pl. *vi*, *i*, *de*. Acc. sing.  *mig*, *dig*, *honom*, *henne*, *det*; acc. pl. *oss*, *eder*, *dem*. Gen. sing. *hans*, *hennes*, *dets*; gen. pl. *deras* (their). Refl. acc. *sig* (himself, herself, itself, themselves). *Hvarandra* (one another).

*Du* is used in addressing near relatives and intimate friends. *Ni*, corresponding with the Danish *De* (you), with the plural number, is used in addressing strangers; but it is more polite to

use the awkward periphrasis *herrn er, har, etc., frun er, fröken er*, or better still the person's title, if known, as *vill herr öfversten vara så god* (will the colonel be so kind)?

*Mig, dig, sig* are pronounced *mei, dei, sei* (almost like the French *pays*). *De* is often pronounced *dee*, and *det* day.

**POSSESSIVE.** *Min* (my), *mitt*, pl. *mina*; *din* (thy), *ditt*, pl. *dina*; *hans* (his), *hennes* (her), *dets* (its); *sin* (his, her, its, their; refl. only), *sitt, sina*; *vår* (our), *vårt, våra*; *eder* (your), *edert, edra* (*er, ert, era*).

**DEMONSTRATIVE.** *Denne, denna* (this), *detta, desset, dessa*; *den, det* *her* (this here), pl. *de her*; *den, det* *der* (that there), pl. *de der*; *den, det, de samme* (the same).

**RELATIVE.** *Som* (who, whom, which), nom. and acc. only; *hvilken, hvilket* (who, whom, which), pl. *hvilka; hvad* (what).

**INTERROGATIVE.** *Hvem* (who), *hvems* (whose), *hvor* (what), *hvilken, -en, -et, -a* (which).

**INDEFINITE.** *Man* (one), *sjelf* (self), *någon* (some, somebody), *något* (some, something), *några* (pl., some); *ingen* (no, nobody), *intet* (no, nothing), *inga* (pl., no); *mången* (many a one), *många* (many); *all, allt* (all); *hvar, hvart* (each, every), *hvar och* (pron. *ok*) *en* (one and all); *hel, helt* (whole), *hele* (pl., whole).

**Verbs.** **AUXILIARY.** *Att hafva* (to have). Pres. indic. *jag, du, han, hon, det, Ni har; vi ha* (or *havfa*); *i han (hafven)*, *de ha (hafva)*. Imperf. *jag, etc., hade; vi hade; i haden; de hade*. Fut. *jag, etc., skall hafva; vi skulle hafva; i skullen hafva; de skulle hafva*. Condit. *jag, etc., skulle hafva; vi skulle hafva; i skullen hafva; de skulle hafva*. Imper. *haf (ha)*, pl. *hafven*. Partic. *hafvande, haft*.

*Att vara* (to be). Pres. indic. *jag, etc., är; vi äro, i ären, de äro*. Imperf. *jag, etc., var; vi voro, i voren, de voro*. Perf. *jag, etc., har varit*. Imperf. *jag hade varit*. Fut. *jag skall vara*. Cond. *jag skulle vara*. Imper. *var, varen*. Partic. *varande, varit*.

*Att skola* (to be obliged, to be about to); pres. *skall, skola*; imperf. *skulle*; partic. *skolande, skullet*.

*Att vilja* (to be willing, to be about to); pres. *vill, vilja*; imperf. *ville*; partic. *viljande, velat*.

*Att kunna* (to be able); pres. *kann*, pl. *kunna*; imperf. *kunde*; partic. *kunnat*.

*Att må* (to be obliged); pres. *må*; imperf. *måste*.

*Att töra* (may, to be allowed); pres. *tör*; imperf. *torde*.

*Att böra* (to be bound, obliged); pres. *bör* (ought); imperf. *borde* (ought).

The CONJUGATIONS are either weak or strong, regular or irregular. The following three verbs are weak and regular:

**Infinitive.** *Att älska* (to love), *böje* (bend), *bo* (live).

Pres. indic. *Jag, du, han älskar, böjer, bor*; vi, de *älska, böja, bo*; i *älsken, böjen, bon*.

Imperf. *Jag, du, han, vi, de älskade, böjde, bodde*; i *älskaden,*

*böjden, bidden.* Perf. *Jag har älskat, böjt, bott.* Fut. *Jag skall älska, böje, bo.* Imper. *Älska, böj, bo; älsken, böjen, bon.* Partic. *Älskande, böjende, boende; älskat, böjt, bott.*

Most of the Swedish verbs are conjugated like *älska*. Those whose roots end in *k, p, s, or t* form the imperfect by adding *te*, and the participle by adding *t*; as *köpe, köpte, köpt*.

The passive is formed by adding *s*: *jag älskas* (I am loved), *älskades* (was loved), *har älskats* (have been loved), *älskandes* (being loved). The passive may also be formed with the auxiliary *blifva* (to be, become): *jag blir älskad* (I am loved), *blef älskad* (was loved).

The following **List of Verbs** in frequent use includes a number of regular, strong, and irregular verbs. The present indicative, which is generally formed from the infinitive by adding *r*, the imperfect, the perfect participle used with *hafva*, and the perfect participle used with *vara* are given in each case. When the participle ends in *n*, the neuter usually changes the *n* to *t*, and the plural ends in *ne* or *na*.

Arrive, *ankommer, ankom* (pl. *ankommo*), *ankommit, ankommen*; or *inträffar, inträffade, inträffat*. Ascend, *stiger (upp)*, *steg (stego)*, *stegit, stegen*. Ask, *frågar, frågade, frågat*. Awake (trans.), *väckar, väckade, väckat*.

Become, *blir (vi blifva, inf. blifva)*, *blef, blifvit, bleven*. Beg, *ber (vi bedje or be, inf. bedja)*, *bad (vi bådo)*, *bedt, bedd*. Bind, *binder, band (vi bundo)*, *bundit, bunden*. Blow, *blässer, bläste, blåst*. Boil, *kokar, kokte, kokt*. Break, *brytar, brytade, brytat*. Bring, *bringer, bragte, bragt (bringat)*. Buy, *köpa, köpte, köpt*.

Call, shout, *ropa, ropte, ropt*; see also 'to name'. Carry, *bär* (inf. *bära*), *bar (buro)*, *burit, buren*. Change, *bytar, bytade, bytat*; change (money), *vestrar, verlade, verlat*; change (alter), *förändrar, förändrade, förändrat*. Come, *kommer, kom (kommo)*, *kommit, kommen*. Count, *täljar, täljade, täljt*. Cost, *kostar, kostade, kostat*. Cut, *skär (inf. skära)*, *skar (skuro)*, *skurit, skuren*.

Demand (ask a price etc.), *fordrar, fordrade, fordrat*. Depart, *afresar, afreste, afrest*; or *går bort, resar bort*. Descend, *stiger ned* (see 'ascend'). Dismount, *stiger ned, stiger af (hesten)*, *sitter af* (see 'sit'). Do, *gör (inf. göra)*, *gjorde, gjordt, gjord*. Drink, *dricker, drack (drucko)*, *druckit, drucken*. Drive (a carriage), *körer, körte, kört*. Dry, *torkar, torkade, torkat*.

Eat, *spiser, spiste, spist*, or *äter, åt (åto)*, *ätit, äten*.

Fear, *fruktar, fruktade, fruktat*. Find, *finner, fann, funnit, funnen*. Fish, *fiskar, fiske, fiskte, fisket*. Follow, *följer, följte, följt*. Forget, *glömmar, glömt, glömt*. Freeze, *fryser, frös (fröso)*, *frusit, frusen*.

Get, *fär, fick (fingo)*, *fätt*; get up, *down, in, stiger upp, ned, in*; get on, *kommer fram*. Give, *ger (gifver; inf. ge, gifva)*, *gaf (gåfvo)*, *gifvit, gifven*. Go, *går, gick (gingo)*, *gått, gången*.

Help, *hjälper, halp (hulpo)*, *hulpit, hulpen*. Hire, *hyrar, hyrade*,

*hyrat*. Hold, *håller*, *höll* (*höllo*), *hållit*, *hållen*. Hope, *hoppas* (a 'deponent' verb, used in the passive form only), *hoppades*, *hoppats*.

Keep, *behåller*, *behöll* (*behöllo*), *behållit*, *behållen*. Knock (at a door), *klappar*, *klappade*, *klappat*. Know (a fact), *vet* (inf. *veta*), *visste*, *vetat*. Know (a person, a thing), *känner*, *kännte*, *kännt*.

Lay, put, *lägger*, *lagde*, *lagt*, *lagd*; lay hold of, *tager fatt på* (see 'take'). Learn, *lärar* (*mig*), *lärte*, *lärt*, *lärd*. Leave, *lemnar*, *lemnade*, *lemnat*; leave behind, *lemnna qvar*. Let, *läter*, *lät* (*läto*), *lätit*; let go (get rid of), *släppar*, *släppade*, *släppat*. Lie, *liggar*, *läg* (*lägo*), *legat*. Light, *tändar*, *tandte*, *tändt*. Like, *tyckar* (*om*), *tyckte*, *tyckt*. Lose, *förlorar*, *förlorade*, *förlorat*.

Make, see 'do'. Mean, *menar*, *mente*, *ment*. Mend, *sätter i stånd* (see 'set'), or *reparerar*, *reparerade*, *reparerat*. Mistake, make a mistake, *misstagar mig*, see 'take'. Mount, *stige*, *steg* (*stego*), *stigit*, *stegen*; (on horseback) *sittie upp*, see 'sit'.

Name, call, *kallar*, *kallade*, *kallat*; to be named (to signify), *heter*, *hette*, *hetat*. — Open, *öppnar*, *öppnade*, *öppnat*. Order, *beställar*, *beställte*, *beställt*.

Pay, *betalar*, *betalade*, *betalat*. Pronounce, *uttalar*, *uttalade*, *uttalat*. Put, *sätter*, *satte*, *satt*; see also 'lay'; put to (horses), *spänna för*, *spännte*, *spännt*.

Rain, (*det*) *regnar*, *regnade*, *regnat*. Read, *läser*, *läste* (or *las*, no pl.), *läst*, *läsen*. Reckon, *räknar*, *räknade*, *räknat*. Require, *behöfvar*, *behöfvade*, *behöfvat*. Rest, *hvilar*, *hvilade*, *hvilat*. Return (intr.), *vändar* (*om*), *vändte*, *vändt*; or *resar* (*reste*, *rest*) *tilbaka*. Ride, *rider*, *red* (*redo*), *ridit*, *riden*. Roast, *stekar*, *stekte*, *stekt*. Row, *ror*, *rodde*, *rott*. Run, *löpar*, *lopp* (*lupo*), *lupit*.

Say, *sägar*, *sagte*, *sagt*, *sagd*. See, *ser*, *såg* (*sågo*), *sett*, *sedd*. Seek, *sökar*, *sökte*, *sökt*. Sell, *säljar*, *säljade*, *sälgat*. Send, *sändar*, *sände*, *sändt*; or *skickar*, *skickte*, *skickt*. Set, *sätter*, *satte*, *satt*. Shoot, *skjutar*, *skjutade*, *skjutit*. Shut, *stängar*, *stängte*, *stängt*. Sit, *sitter*, *satt* (*sutto*), *suttit* (*sutit*). Sleep, *sofver*, *sof* (*sofvo*), *sofvit*. Smoke (intr.) *ryka*, *rök*, *rukit*; (trans.) *röka*, *rökte*, *rökt*. Snow, (*det*) *snör* (inf. *snöa*), *snöte*, *snöt*. Speak, *talar*, *talte*, *talt*. Stand, *står*, *stod*, *stätt*. Start, *afgår*, *afgick* (*afgingo*), *afgått*, *afgången*. Stop (intrans.), *stårstilla* (see 'stand').

Take, *tager* (or *tar*), *tog* (*togo*), *tagit*, *tagen*; take care of, *har* (*hafva*) *omsorg om*. Think, *tänkar*, *tänkte*, *tänkt*. Travel, *resar*, *reste*, *rest*. Try, *försöker*, *försökte*, *försökt*.

Understand, *förstår* (like 'stand'). Use, *brukar*, *brukte*, *brukt*.

Wait, *väntar*, *väntade*, *väntat*. Wash, *tvättar*, *tvättade*, *tvättat*. Wish, *önskar*, *önskade*, *önskat*. Write, *skrifver*, *skref* (*skrefvo*), *skrifvit*, *skrifven*.

**Adverbs.** The neuter forms of adjectives are used as adverbs; *mannen är ärlig* (the man is honest), *mannen handlar ärligt* (the man deals honestly). Such adverbs are compared like adjectives. A few are compared irregularly. *Godt* or *väl* (well) has *bättre*,

*bäst*; *dåligt* or *illa* (ill), *värre*, *värt* or *sämre*, *sämst*; *gerna* or *gärna* (willingly), *hällre* (rather), *hälst* (most willingly, especially).

**PLACE.** About, *omkring*; above, *öfvanpå*; after, *efter*; around, (*rundt*) *omkring*; at home, *hemma* (indicating rest, like several other adverbs ending in *a*, while without the *a* they indicate motion); away, *bort*, *borta*; back, *tillbaka*; below, *nere*; down, *ned*; far, *långt borta*, *fjärran*; here, *här*; home, *hem*; in, *in*, *inne*; near, *när*; nowhere, *ingenstädes*; out, *ut*, *ute*; past, *förbi*; there, *der*; thither, *dit*; up, *up*, *uppe*; where, *hvar*; within, *inne*.

**TIME.** About, *omkring*; afterwards, *sedan*; again, *igen*, *åter*; always, *alltid*; already, *redan*; before, *förut*; early, *tidigt*, *bittida*; last year, *ifjor*; late, *sent*; long, *länge*; nearly, *nästan*; never, *aldrig*; now, *nu*; often, *ofta*; once, *en gång*; sometimes, *stundom*; soon, *snart*; still, *ännu*; the day after to-morrow, *i öfvermorgon*; the day before yesterday, *förgår*; then, *då*, *på den tid*; this evening, *i afton*; this morning, *i morn*; to-day, *i dag*; to-morrow, *i morgon*; twice, *två gångar*; when (interrog.) *när*; yesterday, *igår*.

**MANNER, DEGREE, etc.** A little, *något*; also, *ochså*; also not, *häller icke*; altogether, *alltsammans*; broken (in two), *i sär*; down, downhill, *nedåt*, *nedåt backen*; how, *huru*; little, *lidet*; much, *mycket*; no, *nej*; not, *icke*; not at all, *slätt icke*; of course, *naturligtvis*; only, *blott*, *endast*; particularly, *synnerligen*; partly, *dels*; perhaps, *kanske*; possibly, *mögligen*; probably, *sannolikt*; quickly, *fort*, *hurtigt*; so, thus, *således*; softly (gently, slowly), *sakta*; straight on, *rakt fram*; together, *ihop*, *tillsammans*; too, *för*; too much, *för mycket*; up, uphill, *uppåt*, *uppåt backen*; very, *mycket*; why, *hvarför*; yes, *ja*, *jo* (the latter in answer to a question in the negative or expressing doubt).

**Prepositions.** About, *om*; above, *öfver*; after, *efter*; at, *på*, *vid*; at (of time), *om*; behind, *bak*; between, *mellan*; by, at the house of, *hos*; by, near, *vid*, *nära*; by, past, *förbi*; during, *om*, *under*; for, before, *för*; from, *från*; in, *i*; instead of, *i stället för*; near, *nära*, *vid*; of, from, *af*; on, *på*; over, *öfver*; past, *förbi*; round, *rundt om*; since, *sedan*; through, *genom*; till, *till*, *intill*; to, *till*; towards, *emot*; under, *under*; upon, *på*; with, *med*.

**Conjunctions.** After, *sedan*; although, *ehuru*; and, *och*; as, *då*; as—as, *så—som*; because, *emedan*; before, *för*; but, *men*; either—or, *antingen—eller*; for, *thi*; if, *om*; in order that, *för att*; or, *eller*; since (causal), *emedan*; since (of time), *sedan*; so, *så*; than, *än*; that, *att*; till, until, *tills*; when (with past tense), *då*; when (with present or future), *när*; where, *hvar*; while, *medan*.

**Interjections.** Ah, alas, *ack*; indeed, *ja så*, *verkligen*; of course, *naturligtvis*, *ja visst*, *bevars*; pardon, *ursäkt*; please, *var så god*; thanks, (jag) *tackar*, *tackar ödmjukast* ('most humbly'); true, *det är sandt*; what a pity, *det är synd!*

### Vocabulary.

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Omtrent</i> (adv.); <i>om</i> About. (prep.).		<i>Omkring</i> ; <i>om</i> .
<i>Ovenpaa</i> (adv.); <i>over</i> Above. (prep.).		<i>Ofvanpå</i> ; <i>över</i> .
<i>Ledsage</i> (p. 6). <i>Accompany.</i>		<i>Beledsaga.</i>
<i>Vant til.</i> <i>Accustomed to.</i>		<i>Van till.</i>
<i>Fordel</i> (-en). <i>Advantage.</i>		<i>Fördel</i> (m.).
<i>Efter</i> (adv.); <i>efterat</i> After. (conj.).		<i>Efter</i> ; <i>sedan</i> .
<i>Eftermiddag</i> (-en). <i>Afternoon.</i>		<i>Eftermiddag</i> (m.).
<i>Siden efter.</i> <i>Afterwards.</i>		<i>Sedan.</i>
<i>Atter, igjen.</i> <i>Again.</i>		<i>Igen, åter.</i>
<i>Behagelig.</i> <i>Agreeable.</i>		<i>Angenäm, behaglig.</i>
<i>Ak.</i> <i>Ah, alas.</i>		<i>Ack.</i>
<i>Stige ned</i> (p. 6). <i>Alight.</i>		<i>Stiga ned</i> (p. 12).
<i>Noget.</i> <i>A little.</i>		<i>Något.</i>
<i>Ogsaa; heller ikke.</i> <i>Also; also not.</i>		<i>Ochså; häller icke.</i>
<i>Allerede.</i> <i>Already.</i>		<i>Redan.</i>
<i>Skjøndt.</i> <i>Although.</i>		<i>Ehuru.</i>
<i>I Alt, i det hele tagit,</i> Altogether. <i>altsammen.</i>		<i>Alltsammans.</i>
<i>Altid.</i> <i>Always.</i>		<i>Alltid.</i>
<i>Blandt.</i> <i>Among.</i>		<i>I bland.</i>
<i>Morsom.</i> <i>Amusing.</i>		<i>Rolig.</i>
<i>Og.</i> <i>And.</i>		<i>Och.</i>
<i>Kjedelig.</i> <i>Annoying.</i>		<i>Förtretlig.</i>
<i>Svar</i> (-et, pl. <i>Svar</i> ). <i>Answer.</i>		<i>Svar</i> (n.).
<i>Arm</i> (-en, -e). <i>Arm.</i>		<i>Arm</i> (m.).
<i>Omkring.</i> <i>Around.</i>		<i>Omkring.</i>
<i>Ankomme</i> (p. 6). <i>Arrive.</i>		<i>Ankomma</i> (p. 12).
<i>Da; saa — som.</i> <i>As; as — as.</i>		<i>Då; så — som.</i>
<i>Stige</i> (p. 6). <i>Ascend, mount.</i>		<i>Stiga</i> (p. 12).
<i>I Land, paa Landet.</i> <i>Ashore (go), — (be).</i>		<i>I land; på landet.</i>
<i>Spørge</i> (p. 6). <i>Ask.</i>		<i>Fråga</i> (p. 12).
<i>I, paa, ved; (of time)</i> At. <i>om.</i>		<i>På, vid; om.</i>
<i>Hjemme</i> (p. 8). <i>At home.</i>		<i>Hemma</i> (p. 14)
<i>Vække</i> (p. 6). <i>Awake, to (trans.).</i>		<i>Väcka</i> (p. 12).
<i>Bort, borte.</i> <i>Away.</i>		<i>Bort, borta.</i>
<i>Axel</i> (-en, <i>Axler</i> ). <i>Axle.</i>		<i>Axel</i> (m.).
<i>Tilbage.</i> <i>Back.</i>		<i>Tillbaka.</i>
<i>Daarlig, ond.</i> <i>Bad.</i>		<i>Dålig.</i>
<i>Sæk</i> (-ken, -ke). <i>Bag.</i>		<i>Säck, påse</i> (m.).
<i>Banksed-el(-eln,-ler).</i> <i>Banknote.</i>		<i>Bankseddel</i> (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Barometer</i> (-ret, -re).	Barometer.	<i>Barometer</i> (m.).
<i>Bolle</i> (-n, -r), <i>Vand-</i>	<i>Basin.</i>	<i>Fat, bäcken</i> (n.).
<i>tad</i> (-et, pl. id.).		
<i>Kurv</i> (-en, -e).	Basket.	<i>Korg</i> (m.).
<i>Bad</i> (-et, <i>Bad</i> ).	Bath.	<i>Bad</i> (n.).
<i>Vakker, deilig.</i>	Beautiful.	<i>Vacker, skön.</i>
<i>Fordi.</i>	Because.	<i>Emedan.</i>
<i>Blive</i> (p. 7).	Become.	<i>Blifva</i> (p. 12).
<i>Seng</i> (-en, -e).	Bed.	<i>Säng</i> (m.).
<i>Osekjød</i> (-et); <i>bifstek</i> .	Beef; beefsteak.	<i>Oskött.</i>
<i>Øl</i> (-let).	Beer.	<i>Öl</i> (n.).
<i>Før</i> (adv.); <i>for</i> (prep.).	Before.	<i>Förut; för.</i>
<i>Bede</i> (p. 7).	Beg.	<i>Bedja</i> (p. 12).
<i>Bag.</i>	Behind.	<i>Bak.</i>
<i>Troe</i> (p. 7).	Believe.	<i>Tro, mena.</i>
<i>Nedenunder.</i>	Below.	<i>Nere.</i>
<i>Køie</i> (-n, -r).	Berth.	<i>Koj</i> (m.).
<i>Mellem.</i>	Between.	<i>Mellan.</i>
<i>Blaabær</i> (-et, pl. id.).	Bilberry.	<i>Blåbär</i> (n.).
<i>Regning</i> (-en, -er).	Bill, account.	<i>Räkning</i> (m.).
<i>Binde</i> (p. 7).	Bind.	<i>Binda</i> (p. 12).
<i>Svart.</i>	Black.	<i>Svart.</i>
<i>Urhane</i> (-en, -er).	Blackcock.	<i>Tjäder</i> (m.).
<i>Sengtæppe</i> (-et, -er).	Blanket.	<i>Sängtäcke</i> (n.).
<i>Blæse</i> (p. 7).	Blow.	<i>Blåsa</i> (p. 12).
<i>Blaa.</i>	Blue.	<i>Blå.</i>
<i>Kost</i> (-en); <i>ombord</i> .	Board (food); on board.	<i>Kost</i> (m.); <i>ombord</i> .
<i>Baad</i> (-en, -e).	Boat.	<i>Båt</i> (m.).
<i>Myr</i> (-en).	Bog.	<i>Gyttja</i> (f.), <i>sump</i> (m.).
<i>Koge</i> (p. 7).	Boil.	<i>Koka</i> (p. 12).
<i>Bog</i> (-en, <i>Bøger</i> ).	Book.	<i>Bok</i> (m.).
<i>Støvler.</i>	Boots.	<i>Stöflar.</i>
<i>Flaske</i> (-n, -r).	Bottle.	<i>Butelj</i> (m.).
<i>Gut</i> (-ten, -ter).	Boy.	<i>Gosse</i> (m.).
<i>Brændevin</i> (-en), <i>Cog-</i>	Brandy.	<i>Bränvin</i> (m.).
<i>nac.</i>		
<i>Brød</i> (-et); <i>Smørre-</i>	Bread; bread and	<i>Bröd</i> ; <i>smörgås</i> .
<i>brød.</i>	butter.	
<i>Brække</i> , <i>slage itu</i>	Break.	<i>Bryta</i> (p. 12).
(p. 7).		
<i>Frukost</i> (-en).	Breakfast.	<i>Frokost</i> (m.).
<i>Bro</i> (-en, -er).	Bridge.	<i>Bro</i> (f.).
<i>Temme</i> (-n, -r); <i>Ride-</i>	Bridle; bridle-path.	<i>Töm</i> (m.); <i>ride-väg</i> .
<i>devei</i> (-en, -e).		
<i>Bringe</i> (p. 7).	Bring.	<i>Bringa</i> (p. 12).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Itu.</i>	Broken (in two).	<i>Isär.</i>
<i>Bæk (-ken, -ke).</i>	Brook.	<i>Bäck</i> (m.).
<i>Broder, Bror (-en,</i> <i>Broder).</i>	Brother.	<i>Broder</i> (m.).
<i>Børste (-en, -er).</i>	Brush.	<i>Borste</i> (m.).
<i>Men.</i>	But.	<i>Men.</i>
<i>Smør (-et).</i>	Butter.	<i>Smör</i> (n.).
<i>Køpe</i> (p. 7).	Buy.	<i>Köpa</i> (p. 12).
<i>Ved</i> (near); <i>forbi</i> (past.); <i>hos</i> (at the house of).	By.	<i>Ved, nära; förbi; hos.</i>
<i>Raabe</i> (p. 7).	Call, shout.	<i>Ropå</i> (p. 12).
<i>Lys (-et).</i>	Candle.	<i>Ljus</i> (n.; <i>l.</i> mute).
<i>Hue (-en, -er).</i>	Cap.	<i>Hufva</i> (f.).
<i>Tiur (-en, -er).</i>	Capercaillie.	<i>Tjäder</i> (m.).
<i>Agt (-en); tag Dem i Agt.</i>	Care; take care.	<i>Akt</i> (m.); <i>tagu sig i akt.</i>
<i>Agtsom.</i>	Careful.	<i>Aktsam, sorgfällig.</i>
<i>Vogn (-en, -e).</i>	Carriage.	<i>Vagn</i> (m.).
<i>Kariol (-en, -er).</i>	Carriole.	<i>Karriol</i> (m.).
<i>Bære</i> (p. 7).	Carry.	<i>Bära</i> (p. 12).
<i>Kjærre (-n, -er); Stolkjærre.</i>	Cart; cart with seats.	<i>Kärra</i> (f.).
<i>Bestemt.</i>	Certain, decided.	<i>Bestämd.</i>
<i>Stol (-en, -e).</i>	Chair.	<i>Stol</i> (m.).
<i>Skifte, (money) vextle</i> (p. 7).	Change, to.	<i>Bysta, förändra; vextla</i> (p. 12).
<i>Smaapenge.</i>	Change, small money.	<i>Småpenningar.</i>
<i>Pris (-en, -er).</i>	Charge.	<i>Pris</i> (n.).
<i>Billig.</i>	Cheap.	<i>Billig.</i>
<i>Ost (-en); Gammelost.</i>	Cheese; sweet goats' milk cheese.	<i>Ost</i> (m.).
<i>Kirsebær (-et; pl. id.).</i>	Cherry.	<i>Kersbär</i> (n.).
<i>Kylling (-en, -er).</i>	Chicken.	<i>Kyckling</i> (m.).
<i>Barn (-et, Børn).</i>	Child.	<i>Barn</i> (n.).
<i>Cigar (-ren, -rer).</i>	Cigar.	<i>Cigarr</i> (n.).
<i>Klasse (-n, -r); første, anden Klassens Biljet.</i>	Class; first, second class ticket.	<i>Klass</i> (m.); <i>en biljett första, andra klass.</i>
<i>Ren.</i>	Clean.	<i>Ren.</i>
<i>Klar.</i>	Clear.	<i>Klar.</i>
<i>Kläder.</i>	Clothes.	<i>Kläder.</i>
<i>Multebær (-et, pl. id.).</i>	Cloudberry.	<i>Hjortron</i> (n.).
<i>Kiole (-n, -r).</i>	Coat.	<i>Rock</i> (m.).
<i>Torsk (-en, -e).</i>	Cod.	<i>Kabiljo</i> (m.).
<i>Kaffee (-n).</i>	Coffee.	<i>Kaffe</i> (n.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Kold ; jeg fryrer.	Cold ; I am cold.	Kall ; jag fryser.
Komme (p. 7).	Come.	Komma (p. 12).
Behagelig.	Comfortable.	behaglig.
Sædvanlig , alminde- lig.	Common, usual.	Allmän, vanlig.
Selskab (-et, -er).	Company.	Sällskap (n.).
Tælle (p. 7).	Count, to.	Täälja (p. 12).
Land (-et, -e).	Country.	Land (n.).
Koste (p. 7).	Cost, to.	Kosta (p. 12).
Ko (-en, Kører).	Cow.	Ko (f.).
Fløde (n).	Cream.	Gräddé (m.).
Sprække (-n, -r).	Crevasse.	Spricka (f.).
Kop (-pen, -pe).	Cup.	Kop (m.).
Ribs (-et; pl. id.)	Currant (red, black).	Korinter (pl.), Vin- (røde, svarte).
bær (n.).		
Skjære (p. 7).	Cut.	Skära (p. 12).
Daglig.	Daily.	Daglig.
Fare (-n, -er); farlig.	Danger; dangerous.	Fara (f.); farlig.
Mørk ; Mørkhed.	Dark; darkness.	Mörk, dunkel; mörker (n.).
Datter (-en, Døtre).	Daughter.	Dotter (f.).
Dag (-en, -e).	Day.	Dag (m.).
Kjær (beloved); dyr (dear in price).	Dear.	Kär; dyr.
Dyb.	Deep.	Djup (d mute).
Forlange (p. 7).	Demand, ask (a price etc.).	Fordra (p. 12).
Stige ned (p. 7).	Descend.	Stiga ned (p. 12).
Forskjellig.	Different.	Åtskillig.
Vanskelig.	Difficult.	Svår.
Middagsmad (-en, -e),	Dinner.	Middag, middags- Middag.
Smudsig.	Dirty.	Smutsig.
Stige af (p. 7).	Dismount.	Stiga ned (p. 12).
Afstand (-en).	Distance.	Afstånd (n.).
Gjøre (p. 7).	Do, to.	Göra (p. 12).
Læge (-n, -r).	Doctor.	Läkare (m.).
Hund (-en, -e).	Dog.	Hund (m.).
Dør (-en, -e).	Door.	Dörr (f.).
Dobbelt.	Double.	Dubbel.
Ned, nede; nedad (Bakken).	Down; downhill.	Ned.
Klæde (-t, -r).	Dress.	Kläde (n.).
Drikke (p. 7).	Drink, to.	Dricka (p. 12).
Kjøre (p. 7).	Drive (a carriage).	Köra (p. 12).
Kudsk (-en, -e).	Driver.	Kusk (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Tør.	Dry (adj.).	Torr.
Tørre (p. 7).	Dry, to.	Torka (p. 12).
Om, under.	During.	Om, under.
Støv (-en, or -et).	Dust.	Stoft (n.).
Tidlig (adj.); tidligt, betids (adv.).	Early.	Tidig (adj.); tidigt, bittida (adv.).
Østlig, østre.	Eastern.	Östlig, öster ut.
Let.	Easy.	Lätt.
Spise, æde (p. 7).	Eat, to.	Spisa, (p. 12); äta (p. 12).
Aeg (-get, Aeg); blødt-kogte, Speilægg.	Egg; soft, hard, poached eggs.	Ägg (n.); lös-kokta, hård-kokta, stekta ägg.
Enten — eller.	Either — or.	Antingen — eller.
Elsdyr (-et, Elsdyr).	Elk.	Elg (m.).
Engelsk; Engelskmænd(-en,-mænd).	English; Englishman.	Engelsk; Engelsman (m.).
Nok.	Enough.	Nog.
Couvert (-en, -er).	Envelope.	Kuvert (m.).
Omegn (-en).	Environs.	Omliggande trakt (m.).
Aften (-nen, -ne); Kveld (-en, -e).	Evening.	Afton (m.).
Overalt.	Everywhere.	Öfverallt.
Langt; bevars; langt hervra.	Far; far from it; far from here.	Långt borta, fjärran.
Betaling (-en, -er); Pris(-en,-er); Pris-Moderation (-en).	Fare (railway, etc.); reduction of fare.	Betalning (f.), pris (n.).
Kost (-en), Spise (-n), -r).	Fare (food).	Spis (m.).
Gaard (-en, -e).	Farm-house.	Gård (m.).
Hurtig.	Fast.	Hurtig.
Fader, Far (-en, Fædre).	Father.	Fader (m.).
Besvær (-et).	Fatigue.	Möda (f.), besvär (n.).
Træt.	Fatigued.	Trött.
Trygte (p. 7).	Fear, to.	Frukta (p. 12).!
Drikkepenge (-n, pl. id.).	Fee, gratuity.	Drickspenningar (pl.).
Færga (-n, -r); Sund (et, pl. id.).	Ferry.	Färja (f.).
Faa.	Few.	Få.
Mark (-en, -er).	Field.	Fält (n.).
Finde (p. 7).	Find, to.	Finna (p. 12).
Ild (-en).	Fire.	Eld (m.).
Fast.	Firm.	Fats.

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Fiske.</i>	Fish, to.	<i>Fiska.</i>
<i>Fisk (-en, -e); Fiske-</i>	Fish; fishing - hook ; <i>Fisk</i> (m.).	
<i>krog (-en, -e); Fiske-</i>	fishing-line; fishing-	
<i>snøre (-n, -r); Fiske-</i>	rod.	
<i>stange (-stanger).</i>		
<i>Flad.</i>	Flat.	<i>Jämn.</i>
<i>Flynder (-ren, -re).</i>	Flounder.	<i>Flundra</i> (f.).
<i>Blomst (-en, -er).</i>	Flower.	<i>Blomma</i> (f.).
<i>Flue (-n, -r).</i>	Fly.	<i>Fluga</i> (f.).
<i>Taage (-n).</i>	Fog.	<i>Dimma</i> (f.).
<i>Følge</i> (p. 7).	Follow, to.	<i>Följa</i> (p. 12).
<i>Fod (-en, Fødder);</i> Foot; on foot. <i>til Fods.</i>	Foot; on foot.	<i>Fot</i> (pl. <i>fötter</i> ); <i>till fots.</i>
<i>Thi</i> ; (in front of) <i>for.</i>	For.	<i>Thi; för.</i>
<i>Glemme</i> (p. 7).	Forget.	<i>Glömma</i> (p. 12).
<i>Gaf-fel (-len, -ler).</i>	Fork.	<i>Gaffel</i> (m.).
<i>Fryse</i> (p. 7).	Freeze.	<i>Frysa</i> (p. 12).
<i>Frisk, fersk.</i>	Fresh.	<i>Frisk, färsk.</i>
<i>Ven (-nen, -ner).</i>	Friend.	<i>Vän</i> (m.)
<i>Frugt (-en, -er); Rød-</i>	Fruit; fruit-jelly.	<i>Frukt</i> (m.).
<i>grød (-et).</i>		
<i>Fuld, fuldstændig.</i>	Full, complete.	<i>Full.</i>
<i>Fru.</i>	From.	<i>Från.</i>
<i>Vildt; Læg (-en, -e).</i>	Game; a game.	<i>Vildbråd</i> (n.).
<i>Grind (-en, -ar), Port</i>	Gate.	<i>Port</i> (m.).
<i>(en, -e).</i>		
<i>Flor (-et).</i>	Gauze.	<i>Flor</i> (n.).
<i>Herre (-n, -r).</i>	Gentleman.	<i>Herre</i> (m.).
<i>Faa; stige ned; stige</i>	Get; get down; get	<i>Få; stiga ned,</i>
<i>ind; stige op; in;</i>	<i>ind; stige op;</i>	<i>in; get up; get on.</i>
<i>komme frem.</i>		<i>app; komma fram.</i>
<i>Pige, Jente (-n, -r).</i>	Girl.	<i>Flicka</i> (f.).
<i>Give</i> (p. 7).	Give.	<i>Gifva</i> (p. 12).
<i>Brae (-en, -er), Jøkel</i>	Glacier.	<i>Isberg</i> (n.).
<i>(-len, -ler).</i>		
<i>Glad; det glæder mig.</i>	Glad; I am glad.	<i>Glad, förnöjd.</i>
<i>Glas (-et, Glas).</i>	Glass.	<i>Glas</i> (n.).
<i>Handsker.</i>	Gloves.	<i>Handskar</i> (pl.).
<i>Gaa</i> (p. 7).	Go, to.	<i>Gå</i> (p. 12).
<i>Gōd.</i>	Good.	<i>God.</i>
<i>Græs (-et).</i>	Grass.	<i>Gräs</i> (n.).
<i>Sik (-en, -e).</i>	Grayling.	<i>Harr</i> (m.).
<i>Smørelse (-n).</i>	Grease.	<i>Smörja</i> (f.).
<i>Grøn.</i>	Green.	<i>Grön.</i>
<i>Gevær (-et -er); Krudt</i>	Gun; gunpowder.	<i>Gevär</i> (n.); <i>krut</i> (u.).
<i>(-et).</i>		

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Haar (-et, -e).</i>	Hair.	<i>Hår (n.).</i>
<i>Skinke (-n, -r).</i>	Ham.	<i>Skinka (f.).</i>
<i>Haand (-en, Hænder).</i>	Hand.	<i>Hand (f. ; händer).</i>
<i>Lommetørklæde (-t,</i> <i>-r).</i>	Handkerchief.	<i>Näsduk (m.).</i>
<i>Hare (-n, -r).</i>	Hare.	<i>Hare (m.).</i>
<i>Seletøi (-et).</i>	Harness.	<i>Seldon (n.).</i>
<i>Hat (-ten, -te).</i>	Hat.	<i>Hatt (m.).</i>
<i>Hø (-et).</i>	Hay.	<i>Haj (m.).</i>
<i>Hjerpe (-n, -r).</i>	Hazel-hen.	<i>Hjerpe (m.).</i>
<i>Hoved (-et, -er).</i>	Head.	<i>Hufvud (n.).</i>
<i>Tung.</i>	Heavy (rough, steep, hilly).	<i>Tung.</i>
<i>Hjælpe (p. 7).</i>	Help.	<i>Hjälpa (p. 12).</i>
<i>Her.</i>	Here.	<i>Här.</i>
<i>Sild (-en; Sild).</i>	Herring.	<i>Sill (f.).</i>
<i>Høi.</i>	High.	<i>Höi.</i>
<i>Bakke (-n, -r); bakket.</i>	Hill ; hilly.	<i>Backe (m.).</i>
<i>Hyre (p. 7).</i>	Hire.	<i>Hyra (p. 12).</i>
<i>Holde (p. 7).</i>	Hold.	<i>Hålla (p. 13).</i>
<i>Hjem.</i>	Home.	<i>Hem.</i>
<i>Arlig.</i>	Honest.	<i>Ärlig.</i>
<i>Krog (-en, -e).</i>	Hook.	<i>Krok (m.).</i>
<i>Haabe (p. 7).</i>	Hope, to.	<i>Hoppas (p. 13).</i>
<i>Hest (-en, -e).</i>	Horse.	<i>Häst (m.).</i>
<i>Hēd, varm.</i>	Hot.	<i>Het, varm.</i>
<i>Time (-n, -r).</i>	Hour.	<i>Timma (f.).</i>
<i>Hus (-et, Hus).</i>	House.	<i>Hus (n.).</i>
<i>Hvorledes.</i>	How.	<i>Huru.</i>
<i>Sulten.</i>	Hungry.	<i>Hungrig.</i>
<i>Mand (-en, Mænd).</i>	Husband.	<i>Man (m. ; män).</i>
<i>Is (-en); Isøxe (-n,</i> <i>-r).</i>	Ice ; ice-axe.	<i>Is (m.).</i>
<i>Om, dersom, hvis.</i>	If.	<i>Om.</i>
<i>Ilde (adj. sjuk).</i>	Ill.	<i>Sjuk.</i>
<i>Strax.</i>	Immediately.	<i>Genast.</i>
<i>I; (adv.) ind, inde.</i>	In.	<i>I; in, inne (adv.).</i>
<i>For at.</i>	In order that.	<i>För att.</i>
<i>Ih; ja saa; virkelig.</i>	Indeed.	<i>Ja så; verkligen.</i>
<i>Blek (-ket).</i>	Ink.	<i>Bläck (n.).</i>
<i>Station (-en, -er).</i>	Inn.	<i>Gästgivaregård,</i>
<i>Gjæstgiveri (-et, -er)</i>		<i>värdshus (n.).</i>
<i>Hotel (-let, -ler).</i>		
<i>Vert (-en, -er).</i>	Innkeeper.	<i>Värd (m.).</i>
<i>Istedenfor.</i>	Instead of.	<i>I stället för.</i>
<i>Tolk (-en, -e).</i>	Interpreter.	<i>Tolk (m.).</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Jern.</i>	Iron.	<i>Jern.</i>
<i>Ø(-er), Holm (-en, -e); Skjær (-et, Skjær); Skjærgaard (uden-skjær, indenskjær).</i>	Island ; rocky island ; belt of islands (out-side, inside the belt).	<i>Ö (f.); skär (n.); skär-gård (utomskärs, inomskärs,</i>
<i>Reise (-n, -r).</i>	Journey.	<i>Resa (f.).</i>
<i>Krukke (-n, -r).</i>	Jug.	<i>Kruka (f.).</i>
<i>Juli (-en).</i>	July.	<i>Juli (m.).</i>
<i>Springe (p. 7).</i>	Jump.	<i>Springa.</i>
<i>Juni (-en).</i>	June.	<i>Juni (m.).</i>
<i>Beholde (p. 7).</i>	Keep, to.	<i>Behålla (p. 13).</i>
<i>Kjed-el (-len, -ler).</i>	Kettle.	<i>Kittel (m.).</i>
<i>God, venlig.</i>	Kind.	<i>God, vänlig.</i>
<i>Konge (-n, -r).</i>	King.	<i>Konung (m.).</i>
<i>Kniv (-en, -e).</i>	Knife.	<i>Knif (m.).</i>
<i>Banke (p. 7).</i>	Knock.	<i>Klappa (p. 13).</i>
<i>Vide (a fact); kjende (a person) (p. 7).</i>	Know.	<i>Veta; känna (p. 13).</i>
<i>Dame (-n, -r); Frøken (-en, -er).</i>	Lady ; young lady.	<i>Dama (f.); fröken (f.).</i>
<i>Sø (-en, -er); Vand (-et, -e).</i>	Lake.	<i>Sjö (m.).</i>
<i>Land (-et, -e).</i>	Land.	<i>Land (n.).</i>
<i>Sprog (-et, Sprog).</i>	Language.	<i>Språk (n.).</i>
<i>Stor.</i>	Large.	<i>Stor.</i>
<i>Sidst; ifjor.</i>	Last ; last year.	<i>Sista; ifjor.</i>
<i>Sent.</i>	Late.	<i>Sent.</i>
<i>Lægge (p. 7).</i>	Lay, put.	<i>Lägga (p. 13).</i>
<i>Lære (p. 7).</i>	Learn.	<i>Lära (p. 13).</i>
<i>Mindst; idetmindste.</i>	Least ; at least.	<i>Minsta ; i det minsta.</i>
<i>Forlade; efterlade.</i>	Leave ; leave behind.	<i>Lemna; lemlna gvar (p. 13).</i>
<i>Igjen, tilovers.</i>	Left (remaining over).	<i>Igen, gvar.</i>
<i>Venstre.</i>	Left (hand).	<i>Venstra.</i>
<i>Ben (-et, -e).</i>	Leg.	<i>Ben (n.).</i>
<i>Lade (p. 7); slippe (p. 7).</i>	Let ; let go, let fall.	<i>Låta (p. 13); släppa (p. 13).</i>
<i>Brev (-et, -e).</i>	Letter.	<i>Bref (n.).</i>
<i>Flat, jævn.</i>	Level.	<i>Jämn.</i>
<i>Ligge (p. 7).</i>	Lie.	<i>Liggår (p.).</i>
<i>Tænde.</i>	Light, kindle.	<i>Tända (p. 13).</i>
<i>Lys (-et, Lys).</i>	Light (subst.).	<i>Ljus (n.).</i>
<i>Let.</i>	Light (in weight), esy.	<i>Lätt.</i>
<i>Klar, lys.</i>	Light (in colour), clear, bright.	<i>Klar, ljus.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Lige.</i>	Like (adj.).	<i>Lik.</i>
<i>Synes, like</i> (p. 7).	Like, to.	<i>Tycka (om), likna.</i>
<i>Liden</i> (pl. <i>smaa</i> ; adv. <i>lidt</i> ).	Little.	<i>Liten</i> (pl. <i>små</i> ); <i>lidet</i> .
<i>Logi</i> (- <i>et</i> ; pron. <i>lozhee</i> ),	Lodging.	<i>Boning</i> (f.).
<i>Kvarter</i> (- <i>et</i> , - <i>e</i> ).		
<i>Lang.</i>	Long.	<i>Lång.</i>
<i>Løs.</i>	Loose, slack.	<i>Lös.</i>
<i>Tabe</i> (p. 7).	Lose, to.	<i>Förlora</i> (p. 13).
<i>Lav.</i>	Low.	<i>Låg.</i>
<i>Tøi</i> (- <i>et</i> ).	Luggage.	<i>Bagage</i> (n.).
	Make, see do.	
<i>Mand</i> (- <i>en</i> , <i>Mænd</i> ).	Man.	<i>Man</i> (m. ; <i>män</i> ).
<i>Kort, Landkort</i> ( <i>et</i> , - <i>e</i> ).	Map.	<i>Karta</i> (f.).
<i>Myr</i> (- <i>en</i> ).	Marsh.	<i>Sump</i> (m.), <i>träsk</i> (n.).
<i>Fyrstikker.</i>	Matches.	<i>Tändstickor.</i>
<i>Mening</i> (- <i>en</i> , - <i>er</i> ), <i>Be-</i> <i>tydning</i> (- <i>en</i> , - <i>er</i> ).	Meaning.	<i>Mening</i> (f.), <i>betydning</i> (f.).
<i>Kjød.</i>	Meat.	<i>Kött</i> (n.).
<i>Istandsætte, reparere,</i>	Mend.	<i>Sätta i stånd</i> ; <i>re-</i> <i>parera.</i>
<i>udbedre.</i>		
<i>Sendebud, Forbud</i> (- <i>et</i> , pl. <i>id.</i> ).	Messenger.	<i>Bud</i> (n.).
<i>Middag</i> (- <i>en</i> ).	Midday.	<i>Middag</i> (m.).
<i>Midnat</i> (- <i>ten</i> ).	Midnight.	<i>Midnatt</i> (f.).
<i>Mil</i> (- <i>en</i> , <i>Mil</i> or <i>Mile</i> ).	Mile.	<i>Mil</i> (f.).
<i>Melk</i> (- <i>en</i> ).	Milk.	<i>Mjölk</i> (f.).
<i>Tage feil</i> (p. 7).	Mistake, make mistake.	a <i>Misstaga sig</i> (p. 13).
<i>Øieblick</i> (- <i>ket</i> , - <i>ke</i> ).	Moment.	<i>Ögonblick</i> (n.).
<i>Penge</i> (- <i>n</i> , <i>Penge</i> ).	Money.	<i>Penningar.</i>
<i>Maaned</i> (- <i>en</i> , - <i>er</i> ).	Month.	<i>Månad</i> (m.).
<i>Maane</i> (- <i>n</i> , - <i>r</i> ).	Moon.	<i>Måne</i> (m.).
<i>Mér</i> (pl. <i>flered</i> ).	More.	<i>Mer, mera</i> (pl. <i>flera</i> ).
<i>Mest</i> (pl. <i>flesté</i> ).	Most.	<i>Mest, mesta</i> (pl. <i>flesta</i> ).
<i>Moder, Mor</i> (- <i>en</i> , <i>Mør</i> - dre).	Mother.	<i>Moder</i> (f. ; <i>mödre</i> ).
<i>Stige, sidde op</i> (p. 7).	Mount.	<i>Stiga, sitta upp</i> (p. 13).
<i>Fjeld</i> (- <i>et</i> , - <i>e</i> ).	Mountain.	<i>Fjäll</i> (n.).
<i>Meget.</i>	Much.	<i>Mycket.</i>
<i>Senep</i> (- <i>en</i> ).	Mustard.	<i>Senap</i> (m.).
<i>Faarekjød</i> (- <i>et</i> ).	Button.	<i>Fårkött</i> (n.).
<i>Negl</i> (- <i>en</i> , - <i>e</i> ).	Nail.	<i>Nagel</i> (m.).
<i>Navn</i> (- <i>et</i> , - <i>e</i> ).	Name.	<i>Namn</i> (n.).
<i>Kalde; hedde</i> (p. 7).	Name, call; to be named.	<i>Kalla; heta</i> (p. 13).

NORWEGIAN.	ENGLISH.	SWEDISH.
Nær, ved.	Near.	Nära, ved.
Næsten.	Nearly.	Nästan.
Synaal (-en, -e).	Needle.	Synål (f.).
Nærhed (-en).	Neighbourhood.	Grannskap (n.).
Garn (-et, <i>Garn</i> ), Net (-et, Net).	Net.	Nät, garn (n.).
Aldrig.	Never.	Aldrig.
Avis (-en, -er).	Newspaper.	Tidingsblad (n.).
Næste.	Next.	Nästa.
Natt (-en, Nætter); om Natten.	Night; at night.	Natt (f.; nätter); om natten.
Nej.	No.	Nej.
Støi (-en), Bulder (-ret).	Noise.	Buller (n.).
Middag (-en).	Noon.	Middag (m.).
Nord (-en); nordlig,	North; northern.	Nord (m.).
nordre.		
Norsk.	Norwegian.	Norsk.
Ikke; slet ikke.	Not; not at all.	Icke; slätt icke.
Nu.	Now.	Nu.
Ingensteds.	Nowhere.	Ingenstädes.
Aare (-n, -r).	Oar.	Åra (f.).
Klokken; Klokken er	O'clock; it is 4, 5, 15,	Klockan; klockan är
fire, et kvarter til	6.30, 7.45 o'clock.	fyra, en quart öfver
sex, halv syv, tre		fem, half sju, tre
kvarter til otte.		quart på åtta.
Af; naturligvis.	Of; of course.	Af; naturligtris, ja visst, bevars.
Kontor (-et, Kontor).	Office (counting- house).	Kontor (n.).
Embede (-t, -r).	Office (appointment).	Embete (n.).
Ofte, tadt.	Often.	Ofta.
Olie (-n).	Oil.	Olja (f.).
Gammel.	Old.	Gammal.
Paa.	On.	På.
Engang.	Once.	En gång.
Kun.	Only.	Blott; endast.
Aaben.	Open (adj.).	Öppen.
Aabne (p. 7).	Open, to.	Öppna (p. 13).
Eller.	Or.	Eller.
Ligeover for.	Opposite.	Midtemot.
Bestille (p. 7).	Order, to.	Beställa (p. 13).
Over.	Over, upwards of.	Öfver.
Ud, ude.	Out.	Ut, ute.
Pandekage (-n, -r).	Pancake.	Pannkaka (f.).
Papir (-et).	Paper.	Papper (n.).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Forladelse (-n),</i> <i>Til-</i> Pardon. <i>givelse (-n).</i>		<i>Ursäkt</i> (f.).
<i>Præstegaard (en-, -e).</i> Parsonage.		<i>Prestgård</i> (m.).
<i>Iser.</i> Particularly.		<i>Synnerligen.</i>
<i>Dels.</i> Partly.		<i>Dels.</i>
<i>Agerhøne (-n, -r).</i> Partridge.		<i>Rapphöns</i> (n.).
<i>Forbi.</i> Past.		<i>Förbi.</i>
<i>Betale</i> (p. 7). Pay, to.		<i>Betala</i> (p. 13).
<i>Betaling (-en, -er).</i> Payment.		<i>Betalning</i> (f.).
<i>Bonde (-n, Bønder).</i> Peasant.		<i>Bonde</i> (m.).
<i>Pind (-en, -e),</i> <i>Stift</i> Peg, pin. (-en, -er).		<i>Pinne</i> (m.).
<i>Pen (-nen, -ne).</i> Pen.		<i>Penna</i> (f.).
<i>Folk (-et, Folk).</i> People.		<i>Folk</i> (n.).
<i>Peb-er (-ren).</i> Pepper.		<i>Peppar</i> (m.).
<i>Kanske, maaske.</i> Perhaps.		<i>Kanske.</i>
<i>Person (-en, -er).</i> Person.		<i>Person</i> (m.).
<i>Fotografi (-en, -er).</i> Photograph.		<i>Fotografi</i> (f.).
<i>Stykke (-n, -r).</i> Piece.		<i>Stycke</i> (n.).
<i>Brygge,</i> <i>Landings-</i> Pier. <i>brygge (-n, -r).</i>		<i>Bro</i> (f.).
<i>Lods (-en, -er; pron.</i> Pilot. <i>Lös).</i>		<i>Lots</i> (m.).
<i>Naal (-en, -e).</i> Pin.		<i>Nagel ; spik</i> (m.).
<i>Pibe (-n, -r).</i> Pipe.		<i>Pipa</i> (f.).
<i>Sted (-et, -er),</i> <i>Plads</i> Place. (-en, -er).		<i>Plats</i> (m.).
<i>Tallerken (-en, -er).</i> Plate.		<i>Tallrik</i> (m.).
<i>Behagelig.</i> Pleasant.		<i>Angenätm.</i>
<i>Vær saa god,</i> <i>vær saa</i> Please. artig.		<i>Var så god.</i>
<i>Fornøielse (-n, -r).</i> Pleasure.		<i>Föröielse</i> (f.).
<i>Høflig.</i> Polite.		<i>Höflig.</i>
<i>Fattig.</i> Poor.		<i>Fattig.</i>
<i>Bærer (-en, -e).</i> Porter.		<i>Bärare</i> (m.).
<i>Mulig;</i> <i>muligvis.</i> Possible; possibly.		<i>Möjlig.</i>
<i>Porto (-en);</i> <i>Frimærke</i> Postage; postage- (-t, -r). stamp.		<i>Porto</i> (n.); <i>Frimärke</i> (n.).
<i>Skydsgut (-ten, -ter).</i> Post-boy.		<i>Skjutspojke</i> (m.).
<i>Skydsskaffer (-en, -e).</i> Post-master.		<i>Postmästare</i> (m.).
<i>Postkontor (-et).</i> Post-office.		<i>Postkontor</i> (n.).
<i>Skydsstation (-en, -er;</i> Posting-station. pron. shøss - stäs- hoon), <i>Skifte.</i>		<i>Skjutsstation</i> (f.).
<i>Potete (-n, -r),</i> <i>Kur-</i> Potato. <i>tof-set (-len, -ler).</i>		<i>Potates</i> (pl.).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Pen, smuk.</i>	Pretty.	Täck.
<i>Pris (-en, -er).</i>	Price.	<i>Pris</i> (n.).
<i>Rimelig; rimeligvis.</i>	Probable; probably.	<i>Sannolik.</i>
<i>Udtale</i> (p. 7).	Pronounce.	<i>Uttala</i> (p. 13).
<i>Udtale</i> (-n).	Pronunciation.	<i>Uttal</i> (n.).
<i>Proviant</i> ( <i>en</i> ), <i>Niste</i> (-n).	Provisions.	<i>Proviant</i> (m.).
<i>Rype.</i>	Ptarmigan.	<i>Ripa</i> (f.).
<i>Sætte</i> (p. 7); <i>spænde</i> (p. 7).	Put; put to (horses).	<i>Sätta</i> (p. 13); <i>spänna</i> (p. 13).
<i>Hurtig; hurtigt</i> ( <i>fort</i> ).	Quick; quickly.	<i>Hurtig; fort, hurtigt.</i>
<i>Jernbane</i> (-n, -r); <i>Railway</i> ;	railway-	<i>Jernbana; bangård</i>
<i>Banegaard</i> (-en, -e).	station.	(m.).
<i>Regn</i> (-en).	Rain.	<i>Regn</i> (n.).
<i>Regne</i> (p. 8).	Rain, to.	<i>Regna</i> (p. 13).
<i>Hinbær</i> (-et, pl. id.).	Raspberry.	<i>Hallon</i> (n.).
<i>Læse</i> (p. 8).	Read, to.	<i>Läsa</i> (p. 13).
<i>Færdig.</i>	Ready.	<i>Färdig.</i>
<i>Regne</i> (p. 8).	Reckon, to.	<i>Räkna</i> (p. 13).
<i>Rød.</i>	Red.	<i>Röd.</i>
<i>Rensdyr</i> (-et, pl. id.).	Reindeer.	<i>Ren</i> (m.).
<i>Tøiler, Tømmer.</i>	Reins.	<i>Tygel</i> (m.).
<i>Behøve</i> (p. 8).	Require.	<i>Behöfva</i> (p. 13).
<i>Hvile</i> (p. 8).	Rest, to.	<i>Hvila</i> (p. 13).
<i>Komme or gaa tilbage.</i>	Return (v. i.).	<i>Vända; resa tillbaka</i> (p. 13).
<i>Løn</i> (-en, <i>Løn</i> ).	Reward, wages.	<i>Lön</i> (f.).
<i>Baand</i> (-et).	Ribbon.	<i>Band</i> (n.).
<i>Rig.</i>	Rich.	<i>Rik.</i>
<i>Ride.</i>	Ride.	<i>Rida</i> (p. 13).
<i>Riktig; De har Ret.</i>	Right; you are right.	<i>Riktig; Ni or Herrn har rätt.</i>
<i>Heiere.</i>	Right (hand).	<i>Höger.</i>
<i>Elv</i> (-en, -e).	River.	<i>Elf or älfl</i> (f.).
<i>Vei</i> (-en, -e).	Road.	<i>Väg</i> (m.).
<i>Stege.</i>	Roast, to.	<i>Steka</i> (p. 13).
<i>Værelse</i> (-t, -r).	Room.	<i>Rum</i> (n.).
<i>Toug</i> (-et).	Rope.	<i>Rep</i> (n.).
<i>Ujævn, (of water) urolig.</i>	Rough.	<i>Ojämnn, (of water) orolig.</i>
<i>Rundt om.</i>	Round.	<i>Rundt om.</i>
<i>Roe</i> (p. 8).	Row, to.	<i>Ro</i> (p. 13).
<i>Roerskarl</i> (-en, -e).	Rower.	<i>Roddare</i> (m.).
<i>Lebe</i> (p. 8).	Run, to.	<i>Löpa</i> (p. 13).
<i>Sad-el</i> (-len, -ter).	Saddle.	<i>Sadel</i> (m.).
<i>Sikker.</i>	Safe.	<i>Säker.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Lax (-en, Lax).</i>	Salmon.	<i>Lax</i> (m.).
<i>Salt (-et, -e).</i>	Salt.	<i>Salt</i> (n.).
<i>Sand (-en); sandig.</i>	Sand; sandy.	<i>Sand</i> (m.); <i>sandig</i> .
<i>Saus (-en).</i>	Sauce.	<i>Sås</i> (m.).
<i>Sige</i> (p. 8).	Say, to.	<i>Säga</i> (p. 13).
<i>Sax (-en, -e).</i>	Scissors.	<i>Sax</i> (f.).
<i>Sø (-en, -er).</i>	Sea.	<i>Sjö</i> (m.).
<i>Sende</i> (p. 8).	Send, to.	<i>Sända</i> (p. 13).
<i>See</i> (p. 8).	See, to.	<i>Se</i> (p. 13).
<i>Søge</i> (p. 8).	Seek, to.	<i>Söka</i> (p. 13).
<i>Sjælden.</i>	Seldom.	<i>Sällan</i> .
<i>Sælge</i> (p. 8).	Sell, to.	<i>Sälja</i> (p. 13).
<i>Tjener</i> (-en, -e), Servant; servant girl.	<i>Tjänare</i> (m.); <i>flicka</i>	
<i>Dreng</i> (-en, -e);		(f.).
<i>Pige</i> (-n, -r), Jente		
(-n, -r).		
<i>Stange (-n, Stanger).</i>	Shaft (of a carriage).	<i>Tistel</i> (m.).
<i>Grund.</i>	Shallow.	<i>Grund</i> .
<i>Lagen (-et, -er).</i>	Sheet.	<i>Lakan</i> (n.).
<i>Skjorte (-n, -r).</i>	Shirt.	<i>Skjorta</i> (f.).
<i>Sko (-en, -e).</i>	Shoe.	<i>Sko</i> (m.).
<i>Skyde.</i>	Shoot, to.	<i>Skjuta</i> (p. 13).
<i>Jagt (-en).</i>	Shooting (chase).	<i>Jagt</i> (f.).
<i>Butik</i> (-en, -er); Shop; shop-keeper.	<i>Butik</i> (m.); <i>Hand-</i>	
<i>Handler</i> (-en, -e).	<i>lande</i> (m.).	
<i>Kort.</i>	Short.	<i>Kort</i> .
<i>Hagel</i> (-len).	Shot.	<i>Hagel, skrot</i> (n.).
<i>Lukke</i> (p. 8).	Shut, to.	<i>Stänga</i> (p. 13).
<i>Lukket.</i>	Shut.	<i>Slutet</i> .
<i>Sjuk.</i>	Sick.	<i>Sjuk</i> .
<i>Side (-n, -r).</i>	Side.	<i>Sida</i> (f.).
<i>Siden</i> (of time); <i>fordi</i> , efterdi (causal).	Since.	<i>Sedan; emedan</i> .
<i>Nip (-pet).</i>	Sip.	<i>Sup</i> (m.).
<i>Enkelt.</i>	Single.	<i>Enkel</i> .
<i>Søst-er (-ren, -re).</i>	Sister.	<i>Syster</i> (f.).
<i>Sidde.</i>	Sit, to.	<i>Sitta</i> (p. 13).
<i>Sove.</i>	Sleep, to.	<i>Sofva</i> (p. 13).
<i>Langsom.</i>	Slow.	<i>Långsam</i> .
<i>Ryge</i> (intr.); <i>røge</i> Smoke, to. (trans.).		<i>Ryka; röka</i> (p. 13).
<i>Sneppa (-n, -r).</i>	Snipe.	<i>Snäppa</i> (f.).
<i>Sne (-en).</i>	Snow.	<i>Snö</i> (m.).
<i>Sne</i> (p. 8).	Snow, to.	<i>Snöa</i> (p. 13).
<i>Saa</i> (conj.); <i>saaledes</i> So. (thus.).		<i>Så; således</i> .

NORWEGIAN.	ENGLISH.	SWEDISH.
Sæbe (-n).	Soap.	Såpa (f.).
Sagte.	Softly(gently, slowly).	Sakta.
Undertiden.	Sometimes.	Stundom.
Snart.	Soon.	Snart.
Bedrøvet; det gjør mig ondt.	Sorry; I am sorry.	Bedräfvad; det gör mig ondt.
Suppe (-en).	Soup.	Soppa (f.)
Syd (-en); sydlig, sondre.	South; southern.	Syd (m.).
Tale.	Speak, to.	Tala (p. 13).
Skee (-n, -r).	Spoon.	Sked (f.).
Vaar (-et).	Spring.	Vår (f.).
Stald (-en, -e).	Stable.	Stall (n.).
Skifte (-t, -r).	Stage.	Skifte (n.).
	Stamp, see postage stamp.	
Staue (p. 8).	Stand, to.	Stå (p. 13).
	Station, see posting-station, railway-station.	
Afgaa, gaa bort (p. 8).	Start, to.	Afgå (p. 13).
Dampskib (-et, -e).	Steamer.	Ångbåt (m.), ångslup (steam-launch).
Opvarter (-en, -e).	Steward.	Uppassare (m.).
Stok (-ken, ke).	Stick.	Staf (m.).
Endnu.	Still.	Ännu.
Stigbøile (-n, -r).	Stirrup.	Stegbögel (m.).
Strømpe (-n, -r).	Stocking.	Strumpa (f., pl. -or).
Sten (-en, -e); stenet.	Stone; stony.	Sten (m.).
Standse (p. 8).	Stop, to.	Stå stilla (p. 13).
Lige frem.	Straight on.	Rakt fram.
Rem (-men, -mer).	Strap.	Rem (f.).
Jordbær (-et; pl. id.).	Strawberry.	Smultron (n.).
Strøm (-men, -me).	Stream.	Ström (m.).
Snor (-en, -e), Snøre (-n, -r), Hysning (-en).	String.	Snöre (n.).
Stark.	Strong (also rough, fatiguing).	Stark.
Saadan.	Such.	Sådan.
Suk-ker (-ren).	Sugar.	Socker (n.).
Som-mer (-ren, -re); om Somren.	Summer; in summer.	Sommar (m.); sommaren.
Sol (-en, -e).	Sun.	Sol (f.).
Aftensmud (-en).	Supper.	Aftonmattid (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Bord</i> (-et, <i>Bord</i> ). <i>Tage</i> (p. 8); <i>sørge</i> (p. 8).	Table. Take; take care of.	<i>Bord</i> (n.). <i>Taga</i> ; <i>hafva omsorg om</i> (p. 13).
<i>Taxt</i> (-en, -er). <i>Thee</i> (-n).	<i>Tariff</i> . Tea.	<i>Taxa</i> (f.). <i>Te</i> (n.).
<i>Kikkert</i> (-en, -er). <i>End</i> .	<i>Telescope</i> . <i>Than</i> .	<i>Teleskop</i> (n.). <i>Ån</i> .
<i>Tak</i> ; <i>mange Tak</i> . <i>At</i> .	Thanks; many thanks. That.	<i>Tackar</i> ; <i>tackar ödmjukast</i> ( <i>mosthumbly</i> ). <i>Att</i> .
<i>Iovermorgen</i> .	The day after to-morrow.	<i>I öfvermorgen</i> .
<i>Iforgaas</i> .	The day before yesterday.	<i>Förgår</i> .
<i>Da, paa den Tid</i> .	Then.	<i>Då, på den Tid</i> .
<i>Der</i> .	There.	<i>Der</i> .
<i>Tyk</i> .	Thick.	<i>Tjock</i> .
<i>Tynd</i> .	Thin.	<i>Tunn</i> .
<i>Sag</i> (-en, -er).	Thing.	<i>Sak</i> (f.).
<i>Tænke</i> (p. 8).	Think.	<i>Tänka</i> (p. 13).
<i>Tørstig</i> .	Thirsty.	<i>Törstig</i> .
<i>Iaften</i> ; <i>imorges</i> .	This evening; this morning.	<i>I afton</i> ; <i>i morse</i> .
<i>Did</i> .	Thither.	<i>Dit</i> .
<i>Traad</i> (-et, <i>Traad</i> ).	Thread.	<i>Tråd</i> (m.).
<i>Tre Gange</i> .	Three times.	<i>Tre Gånger</i> .
<i>Gjennem</i> .	Through.	<i>Genom</i> .
<i>Biljet</i> (-tet, -ter).	Ticket.	<i>Biljett</i> (n.).
<i>Trætt</i> .	Tired.	<i>Trött</i> .
<i>Fast</i> .	Tight.	<i>Fest</i> .
<i>Indtil</i> ; <i>ikke før</i> .	Till; not till.	<i>Till, intill</i> .
<i>Tid</i> (-en, -er).	Time.	<i>Tid</i> (m.).
<i>Til</i> .	To.	<i>Till</i> .
<i>Tobak</i> (-ken).	Tobacco.	<i>Tobak</i> (m.).
<i>Idag</i> ; <i>imorgen</i> .	To-day; to-morrow.	<i>I dag</i> ; <i>i morgen</i> .
<i>Tilsammen</i> .	Together.	<i>Ihop, tillsammans</i> .
<i>For</i> (meget etc.).	Too (much etc.).	<i>För mycket</i> .
<i>Top</i> (-pen, -pe).	Top.	<i>Spets</i> (m.).
<i>Mod</i> .	Towards.	<i>Emot</i> .
<i>Haandklæde</i> (-t, -r).	Towel.	<i>Handduk</i> (m.).
<i>By</i> (-en, -er).	Town.	<i>By</i> (m.).
<i>Tog</i> (-et, <i>Tog</i> ).	Train.	<i>Tåg</i> (n.).
<i>Oversættelse</i> (-n, -r).	Translation.	<i>Översättning</i> (f.).
<i>Reise</i> (p. 8).	Travel, to.	<i>Resa</i> (p. 13).
<i>Besvær</i> (-et); <i>besværlig</i> .	Trouble; trouble-some.	<i>Besvär</i> (n.).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Benklæder.</i>	Trousers.	<i>Benkläder.</i>
<i>Ørret (-en, -er).</i>	Trout.	<i>Forell</i> (m.).
<i>Sand ; det er sandt.</i>	True ; that is true.	<i>Sann ; det är sant.</i>
<i>Kuffert (-en, -er).</i>	Trunk.	<i>Koffert</i> (m.).
<i>Sandhed (-en, -er).</i>	Truth.	<i>Sanning</i> (f.).
<i>Forsøge.</i>	Try.	<i>Försöka</i> (p. 13).
<i>To Gange.</i>	Twice.	<i>Två gångar.</i>
<i>Styg.</i>	Ugly.	<i>Stygg.</i>
<i>Paraply (-en, -er).</i>	Umbrella.	<i>Regnskärm</i> (m.).
<i>Unbestemt.</i>	Uncertain.	<i>Obestämmt.</i>
<i>Under.</i>	Under.	<i>Under.</i>
<i>Forstaae</i> (p. 8).	Understand.	<i>Förstå</i> (p. 13).
<i>Unbehagelig.</i>	Unpleasant.	<i>Obehagelig.</i>
<i>Op, oppe ; opad</i> ( <i>Bak-ken</i> ).	Up ; uphill.	<i>Up, uppe ; uppåt, uppåt backen.</i>
<i>Paa.</i>	Upon.	<i>På.</i>
<i>Brug (-en), Nytte (-n).</i>	Use.	<i>Bruk</i> (n.).
<i>Bruge</i> (p. 8).	Use, to.	<i>Bruka</i> (p. 13).
<i>Sædvanlig, alminde- lig.</i>	Usual.	<i>Vanlig.</i>
<i>Dal (-en, -e).</i>	Valley.	<i>Dal</i> (m.).
<i>Værdi (-en).</i>	Value.	<i>Värde</i> (n.).
<i>Grønsager.</i>	Vegetables.	<i>Grönsaker.</i>
<i>Slør (-et, Slør).</i>	Veil.	<i>Slöja</i> (f.).
<i>Meget.</i>	Very.	<i>Mycket.</i>
<i>Udsigt (-en, -er).</i>	View.	<i>Utsikt</i> (f.).
<i>Landsby (-en, -er) ; Landhandler (-en, -e).</i>	Village ; shopkeeper.	<i>By</i> (m.).
<i>Eddike (-n).</i>	Vinegar.	<i>Ättika</i> (f.).
<i>Besøg (-et, Besøg).</i>	Visit.	<i>Besök</i> (n.).
<i>Søreise (-n, -r).</i>	Voyage.	<i>Sjöresa</i> (f.).
<i>Vente</i> (p. 8).	Wait.	<i>Vänta</i> (p. 13).
<i>Opvarter (-en, -e).</i>	Waiter.	<i>Uppassare</i> (m.).
<i>Spadsergang (-en, -e).</i>	Walk.	<i>Spåtsergång</i> (m.).
<i>Varm ; jeg har varm.</i>	Warm ; I am warm.	<i>Varm.</i>
<i>Vadske</i> (p. 8).	Wash.	<i>Tvätta</i> (p. 13).
<i>Vadskekone (-n, -r).</i>	Washerwoman.	<i>Tväterska</i> (f.).
<i>Vand (et, -e).</i>	Water.	<i>Vatten</i> (n.).
<i>Lokum (-et), 'det lille Hus'.</i>	Water-closet.	<i>Asträde</i> (n.), or <i>det lilla hus.</i>
<i>Fos (-sen, -ser).</i>	Waterfall.	<i>Fors</i> (m.).
<i>Svag.</i>	Weak.	<i>Svag.</i>
<i>Veir (-et).</i>	Weather.	<i>Väder</i> (n.).
<i>Uge (-n, -r).</i>	Week.	<i>Vecka</i> (f.).
<i>Frisk, sund.</i>	Well (in health).	<i>Frisk, sund.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Brønd</i> (-en, -er), <i>Kilde</i> (-n, -r).	Well (subst.).	<i>Brunn</i> (m.), <i>källa</i> (f.).
<i>Vel, godt.</i>	Well (adv.).	<i>Väl, godt.</i>
<i>Vest</i> (-en); <i>vestlig</i> , <i>vestre</i> .	West; western.	<i>Vest</i> (m.).
<i>Fugtig, vaad.</i>	Wet.	<i>Fuktig, våt.</i>
<i>Hjul</i> (-et, <i>Hjul</i> ).	Wheel.	<i>Hjul</i> (n.).
<i>Svøbe</i> (-n, -r).	Whip.	<i>Piska</i> (f.).
<i>Naar, hvad Tid.</i>	When (interrog.).	<i>När.</i>
<i>Da</i> (with past tense), <i>naar</i> (with present or future).	When (conj.)	<i>Då; när.</i>
<i>Hvor.</i>	Where.	<i>Hvar.</i>
<i>Medens.</i>	While.	<i>Medan.</i>
<i>Hvorfor.</i>	Why.	<i>Hvarför.</i>
<i>Husfru</i> (-en, -er).	Wife.	<i>Husfru, fru</i> (f.).
<i>Vind</i> (-en, -e).	Wind.	<i>Vind</i> (m.).
<i>Vindue</i> (-t, -r).	Window.	<i>Fönster</i> (n.).
<i>Vīn</i> (-en, -e).	Wine.	<i>Vin</i> (n.).
<i>Ønske</i> (p. 8).	Wish, to.	<i>Önska</i> (p. 13).
<i>Med.</i>	With.	<i>Med.</i>
<i>Inde.</i>	Within.	<i>Inne.</i>
<i>Kvinde</i> (-n, -r).	Woman.	<i>Gvinna</i> (f.).
<i>Skov</i> (-en, -e); <i>Tiur</i> (-en, -er).	Wood; woodgrouse.	<i>Skog</i> (m.); <i>tjäder</i> (m.).
<i>Ord</i> (-et, <i>Ord</i> ).	Word.	<i>Ord</i> (n.).
<i>Arbeide</i> (-t, -r).	Work.	<i>Arbete</i> (n.).
<i>Værd.</i>	Worth (adj.).	<i>Värd.</i>
<i>Skrive</i> (p. 8).	Write.	<i>Skrifva</i> (p. 13).
<i>Urigtig, gal, falsk;</i> <i>Wrong</i> ; I am wrong.	<i>Wrong</i> ; I am wrong.	<i>Falsk, origtig; jag har jeg har Urett.</i> <i>orätt.</i>
<i>Aar</i> (-et, <i>Aar</i> ).	Year.	<i>År</i> (n.).
<i>Gūl.</i>	Yellow.	<i>Gul.</i>
<i>Igaar.</i>	Yesterday.	<i>Igår.</i>
<i>Ja, jo</i> (the latter being used in answer to a question in the negative or expressing doubt).	Yes.	<i>Ja; jo.</i>
<i>Ung.</i>	Young.	<i>Ung.</i>

## Short and Useful Phrases.

NORWEGIAN.	ENGLISH.	SWEDISH.
Gōd Morgen, Åften, Good morning, even-	God morgen (pron. gu-	
Nät.	ing, night.	morron), afton, natt.
Hvōrdan hār Dē det? How do you do?		Hur mår Ni (herrn)?
		Hur står det till?
Tak skal De have! Thankyou. Many	Tack! Jag tackar så	
Mange Tak!	thanks.	mycket.
Vær saa gūd!	Be so good. Please.	Var så god!
Hvad ønsker De?	What do you want?	Hvad önskar Ni? Hvad
		vill Ni ha?
Hvad behāger? (sounds almost like Va ba?)	What do you wish?	Hvad behagas?
Tåler De Engelsk?	Do you speak English?	Talar Ni engelsk?
Nei, men jeg taler lidt norsk, svensk.	No, but I speak a little Norwegian, Swedish.	Nej, men jag talar litet (final t silent) norska, svenska.
Ønsker De et Værelse?	Do you want a room?	Önskar Ni ett rum?
Hvad kan jeg faa at spise?	(æde is used of animals only).	What can I have to eat?
Giv! — Tag! — Stöp!	Give. Take. Stop.	Ge (gif)! — Tag! — Håll (stopp)!
Det behager mig alde-	That (this) does not please me at all.	Det behagar mig alls icke.
les ikke.		please me at all.
Forstaur De det?	Do you understand that?	Förstår Ni det?
Er det ikke godt?	Is that not good?	Är det icke (more commonly inte) bra?
Jo, det er mēget godt.	(Jo is used in reply to a negative interrogative.)	Jo, det är mycket bra.
Hvad hedder dette	What is the name of this place?	Hvad heter detta stäl-
Hvad hedder DenneStatiōn?	this place, this station?	le? den här statio-
Hvad hedder Du?	What is your name?	nen? Hvad heter du?
Hvad hedder — kaldes	What is that in Norwegian?	Hvad heter det på nor-
— det paa norsk,	wegian, Swedish?	skian, på svenska?
paa svensk?		
Hvōrlēdes s̄ynes De	How do you like that?	Hvad tycker Ni om
om det?		det?
Det behager mig meget	I like it very well.	Det behagar mig mycket bru.
Vent lidt! Bī lidt!	Wait a little.	Vänta litet!
Pas paa!	Take care.	Pass på! (se upp!)

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Det er överflödigt.</i>	That is superfluous.	<i>Det är öfverflödigt.</i>
<i>Hvem banker paa Døren?</i>	Who is that knocking at the door?	<i>Hvem klappar på dör- ren?</i>
<i>Kom ind!</i>	Come in.	<i>Stig in!</i>
<i>Vær saa god, lük Dø-</i>	Please shut the door.	<i>Var så god och stäng ren!</i>
<i>Aabn et Vindue!</i>	Open a window.	<i>Öppna ett fönster!</i>
<i>Jeg er trætt, hulten og tørstig.</i>	I am tired, hungry, and thirsty.	<i>Jag är trött, hungrig och törstig.</i>
<i>Hvad koster det?</i>	What does this cost?	<i>Hvad kostar det?</i>
<i>Er alle Pladse op- tægne?</i>	Are all the places taken?	<i>Äro alla platser upp- tagna?</i>
<i>Det gjør mig meget on-lt.</i>	I am very sorry for that.	<i>Det gör mig mycket ontd (ledsen).</i>
<i>Kan De vexe en ti Kroner-Sedel?</i>	Can you change a ten-crown note for me?	<i>Kan Ni vexta en tie- krone-sedel?</i>
<i>Ja, men jeg har ikke Smaapenge, heller ikke Skillemynt.</i>	Yes, but I have no small change.	<i>Ja, men jag har inte småmynt.</i>
<i>Hvad er Klokken?</i>	What o'clock is it?	<i>Hvad är klockan?</i>
<i>Klokken er to; halv tolv; tre Kvarter til et; et Kvarter over ti; fem Minutter over fire; mangler tre Minutter i syv.</i>	It is two o'clock; half past eleven; a quarter to one; a quarter past ten; five minutes past four; three minutes to seven.	<i>Klockan är tu (två); half tolv; tre quart på (or till) ett; en qvart öfver tio; fem minuter öfver fyra; fattas tre minuter i sju.</i>
<i>Jeg vilde gjerne reise tidligt.</i>	I wish to start early.	<i>Jug ville gerna resa tidigt.</i>
<i>Jeg vilde gjerne væk- kes.</i>	I wish to be called (wakened).	<i>Jug ville gerna bli räkt.</i>
<i>Naar skal jeg vække Dem?</i>	When am I to waken you?	<i>När (hur dags) skall jag väcka Er?</i>
<i>Klokken sex.</i>	At six o'clock.	<i>Klockan sex.</i>
<i>Det er for sënt.</i>	That is too late.	<i>Det är för sënt.</i>
<i>Saa maa De komme</i>	Come earlier then.	<i>Då får Ni komma ti- tidligere.</i>
<i>Ønsker De at spise Frökost?</i>	Do you want breakfast?	<i>Önskar (vill) Ni äta frukost?</i>
<i>Ja, Tak! Nei, Tak!</i>	Yes, thankyou. (Tak is not used alone.)	<i>Ja, jag tackar; nej, jag tackar.</i>
<i>Der er Drikkepenge.</i>	Here is the gratuity.	<i>Där är drickspengar.</i>
<i>Om Forladelse!</i>	Excuse me.	<i>Ursäkta! Jag ber om ursäkt.</i>
<i>bëder om Undskyld- ning!</i>		

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Tag det ikke ilde op!</i>	Don't take it ill.	<i>Tag inte illa upp!</i>
<i>Det gjør intet.</i>	That does not matter.	<i>Det gör ingenting (skadar inte).</i>
<i>Veiret er idag smukt,</i> men igaar var det meget stygt; det reg- nede den hele Dāg.	To-day the weather is fine, but yesterday it was very bad; it rained the whole day.	<i>Vädret är i dag vacker, men i går var det mycket dåligt; det regnade hela dagen.</i>
<i>I morgen vil vi hāre Bläst.</i>	To-morrow will be windy.	<i>I morgen få vi blåst.</i>
<i>Veiret er mørkt, lum- mert, varmt, koldt,</i> <i>forunderligt, be-</i>	The weather is sultry, warm, cold, changeable, settled.	<i>Vädret är mulet, qvalmigt, varmt, kallt, ostadigt, stadigt.</i>
<i>Søndenvinden har Skjær og Regn til Følge.</i>	The south wind brings clouds and rain.	<i>Sunnanvinden har med sig moln och regn.</i>
<i>Det blirer kjøligt; det klarer op.</i>	It is getting cooler; Det blir kyligt; det is clearing up.	<i>Det blir kyligt; det klarnar upp.</i>
<i>Solen gaar tidligt op.</i>	The sun rises early.	<i>Solen går tidigt upp.</i>
<i>Solen gaar sildigt ned.</i>	The sun sets late.	<i>Solen går sent ned.</i>
<i>Om Sommeren i de lyse Nætter reiser man meget behage- ligt — hyggeligt.</i>	One can travel comfortably in the light nights of summer.	<i>Om sommaren under ljusa näätterna reser man mycket behagligt.</i>
<i>Jeg glader mig meget over at se Dem igjen.</i>	I am very glad to see you again.	<i>Det gläder mig mycket att återse Er.</i>
<i>Er De syg?</i>	Are you ill?	<i>Ar Ni sjuk?</i>
<i>Jeg er ikke rask.</i>	I am not well.	<i>Jag mår inte bra.</i>
<i>Skal jeg gaa efter en Læge?</i>	Shall I go for a doctor?	<i>Skall jag gå efter en läkare?</i>
<i>Jeg har Tandepine.</i>	I have toothache.	<i>Jag har tandvärk.</i>
<i>Jeg har ingen Feber,</i> <i>men jeg trænger til Hvile.</i>	I have no fever, but I need rest.	<i>Jag har inte någon feber, men jag behöver hvila.</i>
<i>Lad mig være alene.</i>	Leave me alone.	<i>Låt mig vara ensam.</i>
<i>Lev vel! Får vel!</i>	Farewell.	<i>Farväl! Adieu!</i>
<i>Vær saa god, vis mig Vejen til N.</i>	Please show me the way to N.	<i>Var så god och visa mig vägen till N.</i>
<i>Hvõr kommer De frå?</i>	Where are you coming from?	<i>Hvarifrån kommer Ni?</i>
<i>Jeg kommer fra Slot- tet.</i>	I come from the castle.	<i>Jag kommer från slottet.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
Gaa <i>lige</i> frēm; til højre; til venstre.	Go straight on; to the right; to the left.	Gå räkt främ; åt höger; åt venster.
Hvōrlāngt er der herfra til N?	How far is it from here to N?	Hur långt är det härifrån till N?
Hvōrlēnge behøves, for at komme til N?	How much time do I need to reach N.?	Hur lång tid behöfs det för att komma till N.?
Kan vi finde os tilrette med Kortet?	Can we find our way with the plan (map)?	Kunna vi hitta efter kärtan?
Ved Hjørnet maa De spørge Dem videre frem.	You must ask again at the corner.	Vid hörnet måste Ni fråga (fråga Er för) vidare.
Gaa altid fremād.	Go straight forwards.	Gå alltjämt framåt.
Naar kommer Du til-bäge?	When are you coming back?	När kommer du tillbaka?
Er Herr N. hjemme?	Is Mr. N. at home?	Är Herr N. hemma?
Kan jeg saa Hr. N. i Tale?	Can I see Mr. N.?	Kan jag få tala med Herr N.?
Giv ham mit Kort.	Give him my card.	Ge honom mitt kort (visittkort).
Hvōr er Pōrtneren?	Where is the porter?	Hvar är portvakten?
Er De fremmed hēr?	Are you a stranger here?	Är Ni främling här?
Er De gift?	Are you married?	Är Ni gift?
Har De Børn?	Have you any children?	Har Ni bārn?
Jeg har været gift og har et Barn.	I was married and have one child.	Jag har varit gift och har ett bārn.
En Søn eller en Datter?	A son or a daughter?	En son eller en dotter?
Oprårer, én Flaske Kaffe!	Waiter, a bottle of wine, beer, a cup of coffee.	Waiter, a bottle of Kypare, en butelj vin, öl, en kopp kaffé!
Önsker De Hvēdebrōd dertil, eller Kāger?	Do you want wheaten bread with it, or cake?	Önskar Ni hvetebröd eller kakor till?
Bring mig en Aqva- vit! (en Cognac, en „Allum“, en „Lys- holmer“).	Bring me a glass of spirits (brandy, ‘Allum’, ‘Lysholmer’).	Ge mig en sup, ett glas brännvin, konjak, etc.
Bring mig Punsch og Soda vand.	Bring me some punch and soda-water.	Ge mig punch och sodavatten.
Spirituos er faas ikke	Spirits are not to be	Spirituosa kan man

NORWEGIAN.	ENGLISH.	SWEDISH.
om Lørdags Aften og hele Søndagen.	got on Saturday evening and Sun- day.	icke få om lördags afton (or qväll) och hela söndagen (ge- nerally pron. sön- dän).
Bring mig en halv Por- tion af denne Stēg, Potetes og en halv Flask Øl (en halv Øl).	Bring me half a por- tion of this roast meat, some pota- toes, and half a bottle of beer.	Ge mig en half portion (pron. pörtshön) af den här steken, po- tatis och en half bu- telj øl (en half øl).
Hvōr er Spiseseddeln?	Where is the bill of fare?	Hvar är mätsedeln?
Önsker De Rügbrød eller Hvēdebrød?	Do you want rye- bread or wheaten- bread?	Önskar Ni rågbröd el- ler hvetebrodd?
Jeg ønsker Brød, Smør og Ost.	I want some bread, Jug önskar bröd, smör og ost.	Jag önskar bröd, smör och ost.
Hvad s̄ynes De om Gammelost og Mys- ost?	How do you like the Hvad tycker Ni om old cheese and the gammal ost och Myse cheese?	Hvad tycker Ni om gammal ost och mēsost?
Den første er for barsk og den anden for sød.	The former is too strong and the lat- ter too sweet.	Den förste är för skarp och den andre för söt.
Bring mig en Kniv, en Gaffel, en Tällerken, en Skē og et Glas. Nei, heller to Glas.	Bring me a knife, a fork, a plate, a spoon, and a glass. No, better two glasses.	Ge mig knif och gaffel, en tallrik, en sked och ett glas. Nej, hädre två glas!
Der mangler Salt, Pē- ber, Sennop, Eddike.	There is no salt, pep- per, mustard, vine- gar.	Det fattas salt, peppar, sēnap, ättika.
Har De kogende Vand?	Have you boiling wa- ter?	Har Ni varmt vatten?
Bring mig en Pānde- kāge og Sukker; en Pølse, Suppe, Mal- kerelling; Mælk og Fløde; Grønt (Ge- myse) etc.	Bring me a pancake and sugar; a sau- age, soup, some bread - and - milk; milk and cream; some vegetables.	Ge mig en pánnkaka och socker; en korf, soppa, välling; mjölk och grädda; grönsäker, etc.
Önsker De varm Frō- kost, inden De reise?	Do you wish a hot (meat) breakfast before you start?	Önskar Ni varm fru- kost före resan?
Nei, kun en Kop Kāffe og to Æg; men haard-, blødkogte Æg.	No, only a cup of cof- fee and two eggs; but the eggs must be hard, soft boiled.	Nej, bara en kopp kaffe och två ägg; men hård-kokta, lös- kokta ägg.

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Kan jeg faa Røræg</i> Can I have beat-up <i>Kan jag få ägg-röra</i> <i>eller Speilæg?</i> or poached eggs? <i>eller stekta ägg?</i>		
<i>Har De Fisk?</i> Have you fish? <i>Har Ni fisk?</i>		
<i>Ja, der er Torsk, Lax,</i> Yes, you can have <i>Ja, det finns torsk, lax,</i> <i>Ørreter, Måkräl,</i> torsk (a kind of <i>foreller, makrill,</i> <i>Hummer, Flyndre</i> cod), <i>salmon, hummer, flundror</i> <i>og saa videre.</i> mackerel, lobster, <i>och så vidare.</i> flounders, etc.		
<i>Kan jeg faa noget</i> Can I have something <i>Kan jag få någon kall-</i> <i>Koldt, Skinke, Pølse</i> cold; ham, sausage, <i>mat, skinka, körf</i> <i>og andet saadant?</i> or someting of that <i>och annat sådant?</i> sort?		
<i>Vilbekomme!</i> May it agree with you! <i>Välbekomme!</i> (said on rising from table after dinner).		
<i>Läd vaske mit Lin-</i> Get my things washed. <i>Låt tvätta mitt linne.</i> ned.		
<i>Naar kommer Väsker-</i> When does the wash- <i>När kommer tvätter-</i> <i>könen?</i> woman come? <i>erwoman</i> come? <i>skan?</i>		
<i>I morgen, om to Däge</i> Everything must be <i>I morgon, om trå dar</i> <i>maa alt være fær-</i> ready to morrow, <i>måste allt vara fär-</i> <i>dig.</i> in two days. <i>digt (vara i ord-</i> <i>ning).</i>		
<i>Kan jeg stöle derpaa?</i> Can I depend upon it? <i>Kan jag litu på det?</i> <i>Jeg har faaet et stort</i> I have made a large <i>Jag har fått ett stort</i> <i>Hul i Frakken, i</i> hole in my coat, <i>hål på rocken, på</i> <i>Kjolen, i Búxerne;</i> dress-coat, trou- <i>fracken, på byxor-</i> <i>lad det straxt sý</i> sers; get it mend- <i>na; låt genast laga</i> <i>samme, reparere.</i> ed at once. <i>det.</i>		
<i>Hvor meget er jeg Dem</i> How much do I owe <i>Hur mycket är jag</i> <i>skyldig?</i> you? <i>skyldig Er?</i>		
<i>Det er for meget, for</i> That is too much, too <i>Det är för mycket, för</i> <i>dýrt.</i> dear. <i>dýrt.</i>		
<i>Priserne er for høie.</i> The charges are too <i>Priserna är för höga.</i> high.		
<i>Vil De snyde mig?</i> Do you want to cheat <i>Vill Ni preja mig?</i> me?		
<i>Bring mit Tøi — min</i> Bring my luggage to <i>Skaffa mina saker</i> <i>Bagage — i Hotellet.</i> the hotel. <i>(mitt bagage) till</i> <i>hotellet.</i>		
<i>Hvad er Taxten?</i> What is the regular <i>Hvad är taxan?</i> charge (tariff)?		
<i>Hvad betåles for Kjør-</i> What is the charge <i>Hvad betalar man för</i> <i>sel med Køretøi</i> for the drive for a <i>åckning med en en-</i>		

NORWEGIAN.	ENGLISH.	SWEDISH.
forspændt med én eller tō Heste?	carriage with one horse, with two horses?	spännare, en två-spännare (åkdon med en, två hästar)?
Hent mig en Droschke fra nærmeste Hol-deplads.	Fetch me a cab from the nearest stand.	Hemta mig en droska från närmaste håll-plats.
Hvormeget betales hēn og tilbage—for Tur og Retur?	What is the fare there and back?	Hvad betalar man (för åkning) från och tillbaka?
For længere Ture betales efter Overens-komst.	For longer drives the fares are according to bargain.	För längre turer betalar man efter öfverenskommelse.
Med Vogné med én Hest befordres kun to vorne Personer.	Only two grown-up persons can be conveyed in a one-horse carriage.	Med en häst befordrar man blott två vuxna personer.
Jeg vil kjøre timevis. Hrormeget koster det per Time?	I wish to drive by time; what is the fare per hour?	Jag vill fara på timme; hvad kostar det i timmen?
Er der en Býbūd, eller en Færgemand?	Is there a porter here, or a boatman?	Fins här ett stadsbud (en bärare) eller en båtkarl (roddare)?
Vil De have Landskyds eller Baadskyds?	Do you wish to go by land or water?	Vill Ni färdas landvägen eller sjövägen?
Jeg vil reise med Dampskibet.	I wish to travel by the steamboat.	Jag vill fara med ångbåten.
Idāg gaar intet Damp-skib.	No steamboat starts to day.	I dag går ingen ångbåt.
Da besørg en Baad med fire Mænd (not Mænd).	Then order a boat with four men.	Beställ då en båt med fyra karlar (man). Mænd).
Har de Niste med?	Have you provisions with you?	Har Ni matsäck med?
Der er Niste for Dém og for Rörskarlene (pron. kírene).	Here are provisions for you and the rowers.	Här är matsäck för Er och roddarna.
Den unge Rorskær(l)er meget flink og staut.	The young oarsman is very fast and strong.	Den unge roddaren är mycket rask och stark.
Vil vi fåa Vind eller Regn?	Will we have wind or rain?	Få vi blåst eller regn?
Fjorden er lidt ӯrōlig; der er Bølger.	The fjord is rough; there are waves.	Fjärden är orolig(upp-rörd); det går vågor (böljor).
Da bliver jeg sōsīg.	Then I shall be sea-sick.	Då blir jag sjösjuk.

NORWEGIAN.	ENGLISH.	SWEDISH.
Vær saa god, vis meg Veien til Bänegaar-	Please tell me which is the way to the	Var så god och visa mig vägen till bän- den.
Naar gaan Töget til N.?	When does the train for N. start?	När går tåget till N.?
Reiser De mēd Hurtig- eller det blandede Tög?	Do you travel by the express train or by the mixed train?	Reser Ni med snälltä- eller get eller med blan- dade tåget?
Billetkontörer ēndnū	The ticket-office is	Biljettkontörer är än- nu inte öppet.
Naar aabnes det?	When is it opened?	När öppnas det?
En Billet første— an- den— trēdje Klasse til N.	A ticket for N., first- class, second-class, third-class.	En biljett första — andra — tredje klass till N.
Har De Overvægt?	Have you over- weight?	Har Ni öfvervigt?
Hvor er Røg-, Dāme- kupēen?	Where is the smoking carriage, the ladies' compartiment?	Hvar är rök-, dām- kupén?
Frā hvilken Kant kom- mer Vinden?	Which side does the wind come from?	Från hvilket håll kom- mer vinden?
Vær saa god, luk Vin- duet!	Please shut the win- dow.	Var så god och stäng fönstret!
Trækluft er meget færlig.	A draught is very dangerous.	Drag är mycket far- ligt.
Hvad hedder dette Vund, hint Bjerg,	What is the name of this lake, moun- tain, station?	Hvad heter den här sjön, det der berget, den här stationen?
Er Bānen smälsporet?	Is this a narrow-gauge line?	Är detta en smalspårig bana?
Hvor mange Klasser gives her?	How many classes are there?	Hur många klasser finns det här?
Bære to, tre, en.	Only two, three, one.	Blott (bara) två, tre. en.
Er der et godt Hotel i N? Hvilket er det bedste?	Is there a good hotel at N.? Which is the best?	Fins det ett godt (bra) hotel i N.? Hvil- ket är det bästa?
De er alle gode; der er ingen Forskel.	They are all good; there is no diffe- rence.	De är alla bra; det finns ingen skilnad.
Tak for behageligt Selskāb!	Thankyou for your agreeable company.	Tack för godtsällskap.
Behagelig — lykkelig — Reise!	A pleasant, happy journey.	Angenäm — lycklig — resa!
Jeg gaar tilfods.	I go on foot.	Jag går till fōts.
Hr. Konduktør, vil De Guard,	will you take	Herr konduktör, vill

NORWEGIAN.	ENGLISH.	SWEDISH.
opbevare mit <i>Tøi</i> , til i Eftermiddag?	care of my luggage till the afternoon?	<i>Ni (vill Herr konduktören) förvara mina saker tills i eftermiddag?</i>
<i>Kan jeg faa et Værelse med en Seng — med to Senge?</i>	Can I have a room with one bed, with two beds?	<i>Kan jag få ett rum med en säng — med två sängar?</i>
Bring mig et Lys og koldt Vand, for at ruske mig.	Bring me a candle and some cold water for washing myself.	<i>Skaffa mig ett ljus och kallt vatten till att tvätta mig i.</i>
Hvor er Lökumet, Dås?	Where is the water-closet?	<i>Hvar är privatet (afträdet)?</i>
Gaa opad, nedad Go upstairs, down- Trappen og derefter stairs, and then til høire, til venstre. turn to the right, left.	Go upstairs, down- stairs, and then turn to the right, left.	<i>Gå uppför, nedför trappan och sedan till höger, till venster.</i>
Har De en Støvle- knægt?	Have you a boot-jack?	<i>Har Ni en stöfvel-knekt?</i>
Nei, men jeg skal gaa No. but I will call the after Gaurdscharlen, 'boots', to pull off som skæl trække af Dem Støvlerne.	No. but I will call the 'boots', to pull off your boots.	<i>Nej, men jag vill ropa på gårdsdrängen, som skall dra af Er stöflarna.</i>
Jeg forstaar Dem ikke, I do not understand De maa tule høiere you, you must speak og längsommere.	I do not understand you, you must speak louder and slower.	<i>Jag förstår Er inte, Ni måste tala högre och längsanmära.</i>
Kan jeg faa en Fører, en Ledsager, en Bærer?	Can I procure a guide, attendant (to show the way), porter?	<i>Kan jag få en förare (vägvisare), en led-sugare, en bärare?</i>
Jeg giver gjerne dob- belte Drikkepenge.	I am ready to give a double gratuity.	<i>Jag ger gerna dubbela drickspengar.</i>
Jeg vil saa straxt som mūligt have en Kari- ïl og en Hest; to Karioler med to Heste.	I wish as soon as possible a carriage with one horse, two carriages with two horses.	<i>Jag ville så fort som möjligt få en skjuts-kärra (karriol) med en häst, två karrioler med två hästar.</i>
Hvad koster Skydsen til den næste Sta- tion?	What is the fare to the next station?	<i>Hvad kostar skjutsen tills nästa Station?</i>
Hvor er Dagbogen?	Where is the day-book?	<i>Hvar finns dagboken?</i>
Hos Stationsholderen, At the station- hos Skydsskafferens.	At the station-master's.	<i>Hos gästgivaren (generally pron. yay-shivären).</i>
Jeg vil straxt reise vi- dere.	I wish to go on at once.	<i>Jag vill genast resa vidare.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
Hvor er Skydkarlen,	Where is the driver?	Hvar är kusken (skjuts-pojken)?
Guttens?		
Det er en godt og flink	That is a good and fast	Det är en god och rask
Hest.	Hvorgammel horse;	Hur gammal
er den?	how old is häst;	är han?
Har Du en Tollekniv?	Have you a knife?	Har du en knif?
Har Du en Stationshol-	Where did the sta-	Hvar har gästgivaren
deren kjøbt Hesten?	tion - master buy	köpt hästen? Hur
Hvor mange Heste	this horse?	många hästar har
har han?	many horses has he?	han?
Hesten er doven, der	The horse is lazy, he	Hästen är lat, här be-
behøves en Pidsk.	needs a whip. Have	höfs en piska. Har
Har Du en?	you got one?	du någon?
De kjører for hurtigt,	You are driving too	Ni kör för fort, för
for langsomt!	fast, too slow.	långsamt.
Jeg vil gjerne komme	I want to get to N.	Jag vill gerna komma
tidligt til N., for at	in time to catch the	tidigt (i god tid) till
naa Dampskibet.	steamboat.	N. för att hinna med
		ängbåten.
Gode Ven! Kjære Før	Good friend, dear	Min kära vän, kära
— en Hest!	father, a horse!	far, en häst!
De maa vente lidt.	You must wait a little.	Ni får vänta litet.
Er her i Nærheden et	Is there a post-office	Fins här i närheten en
Postaabneri?	near here?	postanstalt?
Har De et Brēv for	Have you a letter for	Har Ni (fins här) nu
til mig?	me?	got bref till mig?
Naar kommer Posten	When does the dili-	När kommer posten
til N?	gence for N. arrive?	till N.?
Faaes här godt Natte-	Can i obtain good	Kan man här få ett
qvarter, godt Natte-	night - quarters	godt nattlogi?
logis?	here?	
Alle Værelser er op-	All the rooms are oc-	Alla rum äro upp-
tägne.	cupied.	tagna.
Jeg har desværre glemt	I have forgotten my	Jag har dessvärre
min Vadsæk; gaa	travelling bag.	glömt min resväsk
tilbage for at hente	Go back and fetch it.	(nattsäck); gå till-
den.		baka om hämta den.
Jeg har tabt min Rei-	I have lost my guide-	Jag har förlorat min
sebōg. Jeg har fun-	book. I have found	resehandbok. Jag
det den igjen.	it again.	har funnit rätt på
		den igen.
Stands lidt; vi vil	Stop a little; we will	Håll (stanna) litet;
vande Hestene.	let the horses drink.	vi vilja vattna hä-
		starna.
Hvad er det der?	What is that there?	Hvad är det der?
Der har gaaet en Skrēd	An avalanche has de-	Der har ett ras ägt

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>ned, en Snēskred,</i> <i>en Jördskred.</i>	scended there, an avalanche of snow, a landslip.	<i>rum, ett snöras, ett</i> <i>jordras.</i>
<i>Der er en Sæter, men</i> <i>der bor ingen Folk.</i>	That is a sæter; but nobody lives in it.	<i>Der är en säter, men</i> <i>det bor ingen folk</i> <i>der.</i>
<i>Denne Elv maa vi va-</i> <i>de over.</i>	We must wade	<i>Den här elven (ån)</i> <i>through this river.</i>
<i>Vi vil gaa over Snē-</i> <i>bröen.</i>	We will cross the	<i>Vi vilja gå öfver snö-</i> <i>bron.</i>
<i>Nei, gaa ikke, der er No,</i> <i>store Huller.</i>	do not go, there are large holes in it.	<i>Nej, gå inte, där är</i> <i>stora hål.</i>
<i>Er der Sprækker paa</i> <i>Bræen?</i>	Are there crevasses in	<i>Fins det remnor på</i> <i>the glacier?</i>
<i>Man maa sammenbin-</i> <i>des med et Toug.</i>	We must tie ourselves	<i>Man måste binda sig</i> <i>tillsammans med ett</i> <i>pes.</i>
<i>Jeg har et daarligt</i> <i>Bēn;</i> <i>jeg har en</i> <i>Blemme, en Bûle.</i>	I have a sore foot; I have a blister, a	<i>Jag har ondt i foten;</i> <i>jag har en blåsa, en</i> <i>svulst.</i>







